

COMPREHENSIVE COVERAGE OF **THE BUS PRESERVATION SCENE**

Bus & Coach PRESERVATION



WESTERN WELSH 90 YEARS YOUNG

CARDIFF TRANSPORT PRESERVATION GROUP AND STAGECOACH CELEBRATE



WMPTe 50 PREVIEW



DOMINATOR TROLLEYBUS



FELIX YEATES COACH

PLUS: all the latest news and regular features galore!



ALDERSHOT 50 YEARS ON

Regular readers may have noticed your Editor's contempt for the National Bus Company's decision to rationalise its influence in Hants, Berks and Bucks by combining the operations of Thames Valley and Aldershot & District creating a new company called, yes Alder Valley. I have frequently asked whether or not anyone can tell me where the River Alder is, and as of 2019, still no-one knows! Perhaps from a different perspective, I have not dwelled sufficiently on the equally awful decision to turn A&D's superbly liveried two-tone green

and cream buses red! As a child, travelling by car from Portsmouth to Guildford and beyond involved passing through A&D's territory with two garages, Hindhead and Guildford on the A3. I thought that A&D's livery was amongst the best up there with Southdown and City of Oxford (more of my favourite fleets). These last two succumbed to leaf green and poppy red respectively, another travesty of the system, but there previous liveries were indeed based on shades of those colours, but A&D lost not only its livery, but its identity as well.

Enough of my ramblings, with which you may not agree. Let us bury my hatchet

and take a look at those changes more objectively. I have focussed on A&D's last double-deckers, Weymann-

and Alexander-bodied Dennis Loline IIIs (built in Guildford). So here they are in both green and red...

BELOW: Aldershot's bus station was set up for rear-loading double-deckers, the advent of forward-entrance Dennis Loline III made it somewhat more hazardous to load and unload. Seen here awaiting departure to Rowledge is Weymann-bodied No 507 (AAA 507C). Pictures: PRESBUS ARCHIVE



NEWS PLUS

The latest news from the world of bus preservation and beyond.

WESTERN WELSH LEOPARD ROARS AGAIN

Cardiff Transport Preservation Group member STEPHEN WREN tells the story of a Western Welsh 1971 Leyland Leopard converted into a tow bus which has now been restored to its former glory.

WESTERN WELSH AT 90

It was a bumper weekend out in the South Wales Valleys over the weekend of Saturday/Sunday 7/8 September when enthusiasts made the journey to celebrate 'Western Welsh 90'. PHILIP LAMB and STEPHEN Wren report.

RETURN JOURNEY: WESTERN WELSH

Primarily a Leyland user, Western Welsh also indulged in small batches of AECs. Seen here are some of the buses in use in the 1960s, Cardiff bus station not surprisingly featuring heavily in the views.

ON THE ROAD

DAVID JUKES presents this month's collection of older buses out and about on Britain's roads.

SOUTH EAST ACTIVITY

Following last month's visit to South East Coachworks to catch up on Chatham & District Bristol K5G, GKE 68, NICK LARKIN finds out more about the many and varied activities of the firm carrying out the work.

ELECTROLINE REJUVENATION

The experimental Dennis Dominator trolleybus built for the South Yorkshire PTE in 1985 is currently receiving electronic and electrical attention at The Trolleybus Museum at Sandtoft as DAVID JUKES reports.

CELEBRATE 50 YEARS OF WEST MIDLANDS PTE!

We preview the event at the Transport Museum, Wythall on Sunday 6 October celebrating the 50th anniversary of the creation of West Midlands PTE.

BUSES FESTIVAL 2019

Sunday 18 August 2019 saw the sixth BUSES Festival take place at the British Motor Museum at Gaydon, Warwickshire. SIMON GILL brings us a selection of some of the heritage buses and coaches that attended.

A FELIX EUROPA

SIMON GILL reports on the restoration of a Yeates-bodied Bedford SBI from the smart fleet of Felix Bus Services of Stanley, Derbyshire.

AFTER THEY WERE FAMOUS: SHOWING OFF

Once a common sight, buses were often converted into exhibition units promoting all manner of businesses from bus companies to transport museums, not to forget local authority facilities.

ARE YOU SITTING COMFORTABLY?

ASHLEY BLACKMAN takes us through an all-you-need-to-know guide to seat moquette.

COACHING CLASSICS: PARAMOUNT DE-REGULATION

We look at a selection of early Plaxton Paramounts wearing de-regulation liveries.

THE MODEL PAGE

This month we will look at models of Merseyside PTE's predecessors — Birkenhead, Liverpool, St Helens, Southport and Wallasey.

OFF ROUTE

Could an innocent looking 50-year-old Bury Corporation commemorative brochure contain thinly veiled hatred? NICK LARKIN reports.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

COVER: Soon to feature on the pages of this magazine in full, Western Welsh 856 (CUH 856), a Leyland PS1 with Eastern Coachworks saloon bodywork, was on display at the Western Welsh 90 event See page 12 for more. TUDOR THOMAS



ABOVE: Meanwhile in Winchester poppy red-liveried Weymann-bodied Loline 513 (AAA 513C) bound for Aldershot.

MAIN PICTURE: Aldershot again and we see the Loline in transition. Still in green, but with Alder Valley fleetnames is Alexander-bodied No 456 (456 EOT) alongside No 488 (488 KOT) in poppy red.



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RALLY DATES FOR 2019 SEASON

Sep 21 NXWM Coventry
Garage Open Day
(Saturday)

Sep 22 Swansea Bus Museum

Sep 29 Showbus
Hertfordshire County
Showground

Oct 6 Transport Museum Wythall
WMPTE 50 Event

Oct 20 Brooklands Transport
Museum
The AEC Story

Oct 26 Transport Museum
Wythall (Saturday)
Twilight Event

Dec 7/8th Manchester Transport
Museum
Christmas Cracker Event

Our Website is still being up-
graded apologies for the wait.

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Become a Volunteer!

Ever wondered what you could actively do to further the cause of bus preservation? Buying the bus that took you to school is not the answer for everyone.

Bus ownership can be an expensive business. Buying a suitable vehicle can be surprisingly cheap and as such can be very tempting, but . . . Firstly, where are you going to keep your new pride and joy? Storage is scarce and can be expensive. There are, at the moment, more buses and coaches than there are homes for. Museums are full, and if they are not, they are mindful of vehicles being bequeathed upon their owner's demise and may have contingency plans to cope with such eventualities.

Assuming that you have managed to find somewhere, is there room to carry out any work? Even a vehicle which appears to be in first class condition will need at least regular maintenance to keep it on the road. Many new acquisitions may well have been off the road for some years — standing still does no-one any favours. Finding and paying for spare parts is a time-consuming and costly business. And what happens when you run out of time or money or even worse both? The hard-earned cash you have already shelled out will disappear down the drain when you have to dispose of

the bus at a loss to pay the rent that you owe on in.

Put you off, yet? There is an answer. Visit any bus museum or well-organised group and you will spot immediately unrestored or partly restored vehicles awaiting your arrival. At little personal cost, more often than not, no more than the cost of an annual membership, you can get stuck in that afternoon if you want. Special skills are not needed, but that does not mean that you will not have the opportunity to acquire them under expert guidance, and when hang gliding or some other more mainstream interest grabs your attention you can call it a day with nothing lost.

Of course we hope that that is not what happens and that you go on to become a top restorer, expert painter — what you will. We know many people, well-known names in bus restoration, who have taken this route, and who knows it may all lead to you preserving and restoring that bus of your dreams after all!



Heritage bus service threatened by clean air zone

Transport Museum Wythall (TMW) holds an operator's licence allowing it to offer public rides on examples of its heritage bus fleet, some of which are over 60 years old.

TMW service 750 to Birmingham city centre, which runs only 11 times a year to serve special event days at its Wythall site in Worcestershire, is under threat from the Birmingham Clean Air Zone (CAZ).

West Midlands citizens make good use of this service, travelling by public transport into the city to connect with the 750 instead of travelling directly to Wythall (in 2018 some 800 passengers visited the Museum this way rather than travel by car), its popularity sometimes demanding two buses. A small ticket charge covers its running costs.

Birmingham City Council will

introduce a CAZ covering all roads within the A4540 Middleway Ring Road from 1 July 2020. All diesel-engined buses entering the CAZ must comply or face a daily charge of £50 per vehicle per day. Wythall's heritage buses cannot practically meet the new emissions limits without destroying their originality.

Birmingham City Council has agreed an exemption applying to historic vehicles (aged over 40 years) but this will not apply to Wythall's vehicles as the museum is deemed to run its vehicles commercially, for profit.

As a Charity Incorporated Organisation (CIO) run 100% by volunteers, TMW does not make a profit — all income is ploughed back into restoring and maintaining its heritage vehicle fleet and running the

transport museum. Birmingham City Council refuses to recognise this fact and also appears not to appreciate the work of the heritage sector, the value it brings to the city and its positive affect on tourism. The City of London and several other UK local authorities have already recognised the benefits of transport heritage and have legislated for concessions to similar vehicles in their emissions zones.

TMW requested that the council exempt this service but to date, this has been denied so it has launched a petition at wythall.org.uk/petition.

Denis Chick, TMW Press Officer, said: 'As a 100% volunteer operation, we work very hard to preserve the heritage of public transport in the West Midlands. Last year the museum attracted over 10,000 visitors with over 1,000 of these from educational visits. Paying a £50 charge for each vehicle on 11 days of the year would take up to £1,100 out of our income. Every penny raised is re-invested into the museum and its collection to ensure its sustainability so we are asking for public support through our petition as, without an exemption, the 750 service will have to be withdrawn.'

'TMW respects the need for a focus on improving air quality across the United Kingdom and the actions being taken to tackle the worst polluters, particularly in urban areas. However, it believes running this service on just 11 days in the year will have no measurable effect on pollution in the City of Birmingham.'

Picture: TMW



November Bristol RE Event in Winchester

Following the success of its Bristol RE Mini-Running Day in Winchester last year, Hampshire Bus Preservation is to organise another such event on Sunday 3 November. It will again be based in the Broadway, Winchester between 10.00 and 17.00.

Services will leave the Broadway every 15min. There will also be a link to Winchester railway station. Nine Bristol REs are currently expected. A timetable/programme will be available on the day.

Details can be found on the website: www.hampshirebuses.weebly.com.

Picture: NIGEL APPLEFORD



MW alive and well

Readers of this magazine from its inception will recall the ex-Eastern National Bristol MW5G (MOO 177) that was given away as a prize by the in December 1998 having been a Scout bus

with the 5th Bradford South (Horton Grange) Scout Group, the lucky recipient being Keith Mizen of Spalding.

Well maybe not so lucky as we believe the prize came as a bit of a surprise to

Keith who had light heartedly entered the competition but with no real thought of winning, or in fact how he would be able to maintain the bus if he did.

Although road worthy when sold, the bus needed much ongoing work and Keith sold it on to John Page in late 2001, who in turn sold it two years later to Dave Vince of Mattishall, Norfolk.

In February 2011 it passed on again to current owner David Bateman of Chelmsford who over the years has steadily continued restoration. David has recently repainted the front and replaced the original Eastern National fleet name. David is looking for a set of Eastern National seats for the saloon as the ones currently fitted are not the originals and do not have the correct patterned moquette.

MOO 177 made a visit to the Castle Point 40th Anniversary Rally at Waterside Farm, Canvey on 11 August.

Report and picture: JOHN WAKEFIELD



Centenary of Midland Red operation in Banbury

Stagecoach in Oxfordshire's Banbury depot is to celebrate 100 years of Midland Red operation in the town on 13 October this year.

The event is to be held at Cornhill in Banbury town centre between 11.00 and 16.00 where it is expected that there will

be a gathering of vehicles related to the depot and company on display, both modern and preserved. Further details are to be released soon at: www.stagecoachbus.com

Alexander Dennis Enviro200 MMC 37401 has been painted in original

Midland Red livery in preparation for the celebrations.

The bus re-entered service in its new livery on Wednesday 14 August and will normally be found working the service 500 from Banbury to Brackley.

Picture: NIGEL APPLEFORD



North Western VAL finds new home

AJA 133B, one of only two remaining Bedford VAL14s with 'rounded roof' Strachans bodies from a batch of 10 registered AJA 130B-139B built for North Western Road Car Co to negotiate a low

canal bridge at Dunham Massey, has recently found a new home in preservation at Tinkers Park, Hadlow Down.

New to NWRCC in August 1964 it was later in the care of preservationists,

Jameson et al, Manchester from November 1981, Sam Jackson, Blackpool c1997 and then Cambridgeshire VAL enthusiast Geoff Cochrane by 2000. It was sold to Ian Hendrey (dealer) of Framfield in January 2017 and appeared several times on eBay.

It has now been bought by Colin Brown and Geoff Howell who are volunteers at Tinkers Park, home of the Claude Jessett Collection in the heart of the Sussex Wealden countryside. Colin and Geoff have already put the VAL into running order and plan further restoration and repainting. It made an appearance at the recent Tinkers Park Bus Rally during August.

The other survivor AJA 139B has recently been restored by Reliance Bus Works Stoke-on-Trent for a private owner in Stockport.

Report: JOHN WAKEFIELD

Picture: TONY BARFIELD



Albion GVA 635 rescued

William Staniforth has recently rescued Scottish Aviation-bodied Albion Victor FT39N GVA 635 from a scrapman. The Albion, which was new to Duncan of Law in September 1951, has spent many years in Donisthorpe coach operator MacPhersons' yard.

William would be keen to hear from any genuine preservationist that could offer this unique vehicle the chance of restoration. He says: 'Whilst it is in a dreadful state, having ended its days as a greenhouse on Arran, the bodywork

construction being entirely aluminium including the framework, makes it a practical proposition for restoration. It is an entirely Scottish-built vehicle that always operated north of the border, so hopefully will find a saviour with the resources to get it back on the road.

Special thanks to Dave Crouch Recovery for a very professional job in getting it home and to Harry McPherson of Donisthorpe who rescued it in the first place." Report: JOHN WAKEFIELD
Picture: WILLIAM STANIFORTH



British Bus Preservation Group wound up

The BBPG has now been wound up. In a letter to members Secretary William Staniforth said: 'I have been asked by Geoff Percy, Chairman of BBPG, to notify you that following a decision made at the AGM, the Group has now been wound up'. Below is a statement he has asked B&CP to provide.

'The BBPG has carried on for some years attempting to recruit several members for vacant positions on its committee. It has been notable in its failure to attract or appoint any one person to fill any of these vacancies.

'Without a Publicity Officer, a Chairman and a Storage Co-ordinator it is difficult to see how the organisation can function effectively or efficiently if at all. I have overseen an organisation that has limped on for the last two or three years in the vague hope that we could attract some people to take on the responsibilities of the Committee and to see some regeneration of interest from the members, but have regretfully and finally come to the conclusion that this will not happen and that the best course of action is to wind up the group and as a Committee come to some sort of agreement as to the distribution of funds.

'I can advise you that the funds of the BBPG have been donated to 10 established charities dedicated to bus preservation, spread regionally across the UK.'

Trans Lancs Rally off — MoTGM teams up with RVPG

Everyone has heard the phrase: 'If life gives you lemons, make lemonade'. It was never truer than on the first Sunday in September when the Museum of Transport Greater Manchester's Trans Lancs Rally, a fixture in the calendar for over 40 years, was cancelled two weeks in advance due to the quagmire state of the site in Manchester's Heaton Park.

Instead the Museum teamed up with the Ribble Vehicle Preservation Trust at very short notice to celebrate two anniversaries: the centenary of Ribble

Motor Services, whose southern boundary was Manchester; and the 90th anniversary of the X60 express service between the city and Blackpool, at one time said to be the most intensive express bus operation in the world. So preserved Ribble buses were in abundance, not forgetting X60 joint operators North Western and Lancashire United, and overall the event provided a very fine substitute for the Trans Lancs Rally.

A free bus service connected the Museum with the nearby Heaton Park

Tramway and the two organisers made a point of putting out vehicles from both collections that are pretty rare performers in service. Manchester threw all the weather it could think of, probably proving that cancellation of the Heaton Park event was the right call, but by mid-afternoon the sun was out and the cherry red of Ribble, plus the brighter red of North Western and a smattering of other colours, looked a fine sight under the lengthening shadows. Report and picture: PAUL WILLIAMS/MoTGM



Hull Regent 245 window appeal

B&CP contributor Graham Brown is assisting Steve Lyne in progressing the restoration of Hull 245 (HAT 245), a 1946 Weymann-bodied AEC Regent II, which has previously featured within these pages. They are presently seeking Weymann window pans and ask if any B&CP readers have any tucked away gathering dust that could be available for the Regent.

Graham and Steve are seeking the classic Weymann lower rear saloon pan with curved tops, preferably for a 7ft 6in-width body, and the top highbridge

first bay nearside and offside pans (approximately 3ft x 2ft) as pictured. Wider units can be cut down to fit.

Graham can be contacted at chickenmax1@ntlworld.com or on 07973 272659 if you are able to assist.



Plaxton rally celebrates British heritage

Scarborough-based coachbuilder Plaxton, part of Alexander Dennis Ltd (ADL), a subsidiary of NFI Group Inc. (NFI), hosted its first rally event to much anticipation on Thursday 8 August. 42 Plaxton coaches from 32 operators participated in the competition and the winners were announced at a glitzy seaside-themed awards dinner at the Scarborough Spa that evening.

The event, held as a thank you to loyal customers and as a celebration of Plaxton's 112-year history and diverse product range, welcomed 500 visitors throughout the day and raised a respectable £1,800 for its two chosen local charities: the RNLI to support Scarborough's local lifeboat, named after

the company's founder Frederick William Plaxton, and Saint Catherine's hospice.

Entrants were split into five age-based award categories as well as People's Choice and Best in Rally before being judged by a panel of four industry experts. After the judging a cavalcade took place along Marine Drive which drew much attention from the local public.

After a closely fought competition, the winners were announced as follows: Pre-1964: Johnson Brothers 1963 Panorama VAL14; 1965-79: Kenzies Coaches 1965 Panorama VAL14; 1980-91: Sharpes of Nottingham 1981 Supreme IV; 1992-2010: Henry Cooper Coaches 1996 Excalibur; 2011-Present: Country Lion, 2017 Elite; People's Choice: Acklams

Coaches, 2017 Elite team coach and Best in Show: Johnson Brothers 1963 Panorama VAL.

Richard Matthews, Retail Sales Director for Bus & Coach, said: 'Congratulations to all the winners and a heartfelt thanks to everyone who joined us for this unique occasion! I couldn't be more proud of the team for putting on such a fantastic event. It really was a celebration of what makes Plaxton great and we're humbled by how much support we've received from the industry to make it happen.'

Picture: PLAXTONS



Southdown Historic Vehicles downsizes

The owner of Southdown Historic Vehicles has decided to reduce his fleet, but still remains very much in business, reports NICK LARKIN.

Well-known heritage operator Chris Pearce has decided to sell a couple of important vehicles from his fleet, and is particularly keen to see them remain in regular revenue earning use.

'A mosquito bite put me in hospital for three days and gave me some time to think,' said Sussex-based Chris, who runs Southdown Historic Vehicles Ltd. 'I'm 73 now and have ten buses, so it is

definitely time to slim down my fleet.'

Chris has decided to sell two immaculately restored Leyland PD3s. The first is new to Stockport Corporation East Lancs-bodied example 95 (MJA 895G). Used by a training firm for a number of years the bus spent many years in storage prior to being acquired by Chris. The second is former Southdown 'Queen Mary' 286 (FCD 286D), a 1966 PD3/4 with Northern Counties body, restored in OK Motor Services livery.

Picture: NIGEL APPLEFORD





Morris-Commercial in need of some TLC in Norfolk

CYC 476, a Morris-Commercial CS11/30 with body by Real, Medland & Wells but later modified/rebuilt for PSV use by Taylor, Cringleford, Norfolk has been seen recently at the Whitwell & Reepham preserved railway in Norfolk. The bus was new to Jenkins, Goathurst in May 1937 as a non-PSV but was licenced as a PSV from January 1948 to February 1951 only.

In 1970 it passed to Colin Shears (West of England Transport Collection) before passing to G. Potter of Hastings in 1973 and then to Bevan Funnell of Newhaven, a reproduction furniture manufacturer, as a promotional vehicle.

In February 1982 it passed to Michaels Coaches, Carshalton (fleet No 71) (presumably used as a PSV) and by September 1983 it was with Yeates, Loughborough (dealers) which put it up for auction in 1990. It was sold to a hotel owner before being donated to the Wensleydale Railway Association in 2004.

In October 2010 it was acquired by Christopher Cooke of Reepham, a volunteer and member of the Whitwell & Reepham Railway. The idea was that it would be restored to use for transporting visitors to the railway from a nearby school car park on open days, the railway having no on-site parking.

In 2013 a £15,000 body restoration was paid for by a generous local businessman, but this left some mechanical work and final finishing to be carried out by the railway. The bus has been left out in the open in a yard, the railway having apparently abandoned plans to use it on the car park shuttle which is now being operated by a hired in Routemaster on open days.

Report: JOHN WAKEFIELD

Picture: STEVE BARNETT

Regent returns to hometown

A consortium of Southampton & District Transport Heritage Trust members have acquired ex-City of Southampton AEC Regent V No 394 (KOW 902F) for onward preservation. This vehicle dates from 1967 and has Neepsend 70-seat bodywork. It is from the very last batch of traditional rear platform buses delivered to the City's Transport Department and operated until 1981.

No 394 was originally preserved, but has spent the last few years in the ownership of Halifax-based Yorkshire Heritage Bus Company, which ceased trading earlier this year. The bus was then acquired by Jonathan Jones-Pratt, owner of Crosville Vintage and himself a dedicated vintage transport enthusiast, who had recognised the importance of the Regent.

Trust members, who were aware that number 394's future might be in doubt following Yorkshire Heritage's closure, were pleased that the Regent had been saved by Crosville Vintage and were delighted when, following discussions, Jonathan Jones-Pratt kindly agreed that they might purchase the bus for ongoing preservation.

Jonathan says: 'We purchased KOW 902F after the sad news of the demise of Yorkshire Heritage, a different vehicle for our collection but one that quite rightly needed protecting. I was approached by the Group, who expressed its interest in the bus and we have made the ownership change happen. Whilst our ownership has been short we have helped protect her from going aboard or worse still being modified and now she can have a good home where I know she will be loved and enjoyed.'

'As a keen enthusiast I am very pleased and I can honestly say this has worked out so well for the bus, the group have been lovely to deal with and it's nice to see that Crosville has helped this important legacy and kept the vintage dream alive in Southampton!'

No 394 has arrived at the Trust's Bursledon premises and was due to make its first public appearance on Sunday 15 September at Bursledon Brickworks Museum as part of the Southampton Transport Anniversaries Weekend.

Picture: TOM LINGWOOD





Western Welsh Leopard roars again

Cardiff Transport Preservation Group member STEPHEN WREN tells the story of a Western Welsh 1971 Leyland Leopard converted into a tow bus which has now been restored to its former glory.

Leopards became 1511-20 but not before at least TKG 511J was delivered carrying fleet number 511.

The dual-purpose vehicles were 1501-10 (TKG 501-10J). These were the last vehicles to be delivered in the blue and ivory DP livery and were allocated to Cwmbran (6) and Cardiff (Penarth Road) (4).

Western Welsh had been Leyland's largest UK customer for the Tiger Cub taking a total of 349 between 1953 and 1968. With production of the Tiger Cub ending in 1969, the final example entering service with Fishwick's of Leyland in 1970, Western Welsh took 20 of the shorter PSU4A/2R Leopards in 1971. A further ten went to Rhondda which had become part of Western Welsh from the beginning of that year whilst retaining the Rhondda name.

Of the 20 delivered Western Welsh, ten were 45-seater service buses whilst the remaining ten were dual-purpose vehicles seating 41, all being bodied by Willowbrook. The Rhondda examples were also 45-seat service buses bodied by

Willowbrook but with detailed differences including two-speed rear axles.

The bus versions, 1511-20 (TKG 511-20J), arrived first and were initially allocated to Cardiff (Penarth Road) (2), Bridgend (5) and Barry (3). Although Western Welsh had been part of the National Bus Company for two years by the time these were delivered, the bus versions were delivered in traditional Western Welsh (BET) dark red livery, poppy red not appearing until the following year. TKG 511-520J were planned to carry fleet numbers 511-20 but due to the amalgamation with Rhondda, these numbers would have clashed with Rhondda Atlanteans being delivered around the same time. As a result, the

1518 HISTORY

The vehicle that is the subject of this article is 1518 (TKG 518J), now part of the Cardiff Transport Preservation Group's collection at Barry. Much of the CTPG collection is housed at the former Western Welsh garage at Broad Street in Barry and it was to this depot that 1518 was new along with sister vehicles 1519 and 1520.

Together with the rest of the Western Welsh bus fleet it was repainted in poppy red early in its life and was later reallocated initially to Cardiff (Penarth Road) in April 1975 and later to Bridgend in December 1980. The managements of Western Welsh and Red & White were merged in 1974 and the Western Welsh fleet was renumbered in the Red & White



series with 1518 becoming U871 (the eighth underfloor bus new in 1971). A name change in 1978 saw Western Welsh and Red & White become National Welsh. Under the old Red & White numbering system there could be more than one bus carrying the same number but with different prefix letters. Computers could not deal with this particularly well so the fleet numbers were again changed in 1983 to give unique numbers but retaining the prefix letters. Under this renumbering the Leopard became U1272.

TOW BUS CONVERSION

Its days as a bus ended later in 1983 when it was mothballed in August of that year. It then spent 1984 on the disposal list before transfer to the engineering department in January 1985 as E1058. A number of the 1971 Leopards, both from the Western Welsh and Rhondda fleets were converted to tow buses and by October 1985 TKG 518J was performing this role at Crosskeys.

The conversion of TKG 518J primarily involved the removal of the last emergency door bay of the body and towing equipment added to the shortened rear end of the vehicle. Some of the conversions were more drastic with part of the remaining rear body cut down to give a platform section. The Leyland O.600 engine was replaced at some stage with an O.680 unit.

A further move in December 1989 saw TKG 518J at Brynmawr and with the sale of the Gwent operations of National Welsh to Western Travel in 1991 it became RW3 in its Red & White Services Ltd fleet. Western Travel in turn sold its bus operations to Stagecoach and the Leopard then saw a spell at Aberdare. It was later used by West Coast Buses and returned to South Wales with Sixty-Sixty Coaches.

PRESERVATION

The Leopard was initially acquired for preservation by Robert Price who donated it to Cardiff Transport Preservation Group in 2006. Stood in the CTPG depot in Barry, nothing much was happening with TKG 518J due to the number of other projects in hand until 2017 although a former City of Oxford Reliance had been acquired as a donor vehicle which yielded a replacement back end for the Leopard and other useful spares before being scrapped.

The restoration was carried out at the Stagecoach (formerly Islwyn Borough Transport) depot at Blackwood. This was at one time home to a number of similar Leopards in the IBT fleet.

The framework for the back end was first moved on 16 January 2018 using a lorry with a Hiab. TKG 518J followed on a low-loader on 1 February of that year with transport provided for both moves by R. T. Williams of Merthyr Tydfil with whom CTPG have a good relationship.

The work carried out by Stagecoach had to fit in between repairs and repaints to its own fleet. Body/paintshop experts Phil Jones and Chris Postains undertook the work involved ably assisted by other members of the Blackwood team.

The initial work centred on the rear and offside of the bus. The Oxford donor bus was a Marshall-bodied AEC Reliance,

Opposite: **Western Welsh 1518 (TKG 518J), a 45-seat Willowbrook-bodied Leyland Leopard PSU4A/2R has been returned to being a saloon, having been converted into a tow bus.** TUDOR THOMAS

Above left: **Sister bus No 1511 (TKG 511J) is seen when new at Ely.** CTPG

Above right: **No 1518 arrives at Blackwood for restoration.** STEPHEN WREN

Right: **The rear section from the Reliance before work commenced.** STEPHEN WREN

and although to the standard BET design it did have subtle differences requiring modifications to be made before the rear framework would fit the Willowbrook-bodied Leopard. Where the back end had been removed, there was no framework to support the rear flooring or back seat, so an extension to the chassis was fabricated. The condition of the side framework was not too bad for its age, but still required a substantial amount of replacement. Once the back and offside framing had been replaced and repaired, panelling of these areas took place, including the reinstatement of the recessed panel for the registration plate.

Work continued around the front which needed much rebuilding. The lower grille which had been replaced with a plain panel was reinstated. Looking back though photos of 1518 during its period at Penarth Road showed that at one stage the smaller upper vent had been removed but a later picture shows this reinstated but the larger lower vent gone.

As is usually the case, the nearside was more corroded than the offside. Work





on the nearside included building and replacing the hinged side flaps. Period 'pay as you enter' signs were re-instated front and nearside and a similar reversing sign fitted to the back.

In its role as a tow bus, two 12v batteries were positioned in a box created inside the bus. These boxes were too tall to reinstate seating above them. In the process of taking up the old floor it was discovered that 1518 had initially run using four 6v batteries sunk below the floor. The decision was taken to create a new battery box under the hinged flaps on the nearside of the vehicle.

Prior to painting, work turned to the inside with new flooring being fitted. It was found that one of the heater units, a large unit of a type CTPG had not seen before sunken into the floor, was severely rusted and no longer worked. With no similar replacement unit to hand it was decided to replace the saloon heaters with two more common floor mounted units.

The destination equipment had largely been removed during the tow bus conversion and needed to be reinstated. Western Welsh had specified a three-track number blind with two destination blinds, an ultimate destination at the top which was all in upper-case and a via blind below in upper- and lower-case. CTPG had blinds of the correct pattern in its stores but did not have a blind unit of the correct pattern. What was available was a unit with three number tracks and a single deep destination section. This unit was found to be too wide to fit into the space available on the bus and the only way it could be modified was to cut out a few ins from the destination section and weld the two halves together. The numbers were still in situ but were to the right of the destination when viewed from outside the bus whereas 1518 had them to the left. The numbers were removed and then reinstalled the other way up so that

Top left: **Early progress on the rear end.**

Top right: **The extended chassis necessary to support the replacement rear body overhang.** Both: CHRIS POSTIANS

Upper left: **Repairs to the offside in progress.**

Upper right: **Seen on 20 February 2019, No 1518 us almost ready for the paintshop.** Both: STEPHEN WREN

Above and left: **Looking superbly painted at Stagecoach Blackwood.** STEPHEN WREN

Right: **New flooring, hatches and Formica side panels installed. Nearside luggage rack is from the COMS AEC Reliance.**
STEPHEN WREN

Below: **No 1518 poses alongside also preserved 1966 Park Royal-bodied Leyland Tiger Cub 1370 (FUH 370D) outside Barry depot.** TUDOR THOMAS

the unit could be rotated 180 degrees to move the numbers to the correct side. The original blinds could not be used with the single destination arrangement so Greville Delahay at Delahay Print and Signs, who happens to be a CTPG member, produced a blind with a selection of Barry, Cardiff and Bridgend destinations to give the correct visual appearance.

No 1518 was then moved into the paintshop where it was undercoated then spray painted using HMG paint in a shade listed as Stagecoach Ribble. The finished result looked superb and enabled the windows to be refitted. There are two sets of sliders on each side but it was discovered that those to hand were three offside windows and one nearside. A further check of the stores at Barry turned up one window of the right dimensions that came from the Oxford Reliance but this was also an offside example. One of the originals had some damage so the Stagecoach team at Blackwood dismantled this to see if it would be possible to reconfigure it for the nearside. Having satisfied themselves that rebuilding to the correct pattern was possible they set about modifying an undamaged example.

The luggage rack running the length of the bus on the offside had been removed



and a replacement had to be put inside the bus for later fitment before the front screens could be installed.

Delahay Print & Sign also produced the fleetnames, fleetnumbers and black diamonds together with the legals etc. The black diamonds denote 1518 as being a Barry bus. A number of operators used some kind of colour coding to identify the depot allocation of its buses and coloured diamonds was the method used by Western Welsh.

The inside of the bus had taken quite a bruising whilst in the hands of the engineers with tools, towbars, half shafts etc being regularly loaded and unloaded. New floor covering and laminated side panels were obtained and fitted and a light fitting that had been removed towards the rear of the vehicle replaced with a unit as near as possible to the original.

Only five offside and one nearside pairs of seats had been retained. These are of an uncommon type with a curved top. A similar full set did appear on eBay but unfortunately these were sold before a deal could be concluded. Five

similar double seats were in stock at Barry and will be modified to fit. A few more have come from one of the 1971 Rhondda Leopards which was also converted to a tow bus and which a CTPG member is also planning to restore as a bus. At this stage it has not therefore been possible to fit a full set of appropriate seats and CTPG would be keen to hear from anyone who may know of any similar rounded top seats that might be available.

THANKS

CTPG would like to thank the management and staff of Stagecoach for their significant contribution to the restoration of 1518, to Delahay Print and Sign for producing the destination blind and logos etc and to R. T. Williams for its help with the movements required. Thanks also to Robert Price for his initial donation of the vehicle.

Looking forward to the centenary in 10 year's time, there is still a 1956 AEC Regent V/Park Royal, 678 (LKG 678) to be restored, and other non runners to be made operational.



WESTERN WELSH AT 90



It was a bumper weekend out in the South Wales Valleys over the weekend of Saturday/Sunday 7/8 September when enthusiasts made the journey to celebrate 'Western Welsh 90'. PHILIP LAMB and STEPHEN Wren report.

Although the official commemoration marking 90 years since the founding of the Western Welsh Omnibus Co was on Sunday 8 September at The Bus Depot, Barry, Western Welsh buses and coaches gathered at Cwmbran along with latter-day vehicles the previous day at Stagecoach Cwmbran Garage open day where some of our views were captured.

Above and left: **Cwmbran Depot**, seen here in the year it opened, 1963. Also pictured are the engineering bays inside. This depot is the last former Western Welsh operational bus depot and is today owned by Stagecoach in South Wales. CTPG

Below: **Some of the Western Welsh/ National Welsh vehicles on display at the Stagecoach Cwmbran depot on Saturday.** From the left they are: 1370 (FUH 370D) a 1966 Park Royal-bodied Leyland Tiger Cub, 145 (ABO 145B) a 1964 AEC Reliance with Harrington Grenadier body, 177 (OUH 177G) a 1969 Plaxton Elite-bodied Leyland Leopard, 1518 (TKG 518J) the newly restored Willowbrook bodied Leyland Leopard, 1284 (WKG 284) a 1961 AEC Reliance with dual-purpose Willowbrook bodywork and National Welsh XC262 (C262 GUH) a Plaxton Paramount 3500-bodied Leyland Tiger new in 1986. STEPHEN WREN



Right: From that line we focus on **National Welsh XC262 (C262 GUH)**, a Plaxton Paramount 3500-bodied Leyland Tiger. Following withdrawal by National Welsh, this coach served with Edwards of Llantwit Fardre prior to preservation and restoration. PHILIP LAMB

Below: **National Welsh Leyland Olympian HR8215 (MUH 289X)** saw latter day service with Peakbus prior to return to South Wales and restoration, which was completed in 2014, at Barry. Alongside at Cwmbran is former Rhondda Northern Counties bodied AEC Regent V 495 (KNY 495D) with Western Welsh fleetnames, more of which follows later. PHILIP LAMB



National Welsh I (C101 HKG) was the first of over 100 minibuses in service in the late-1980s/early-1990s with that operator. It has been at the bus depot, Barry for a number of years and is due for a repaint in the near future. It is seen here at Cwmbran. PHILIP LAMB



Top: **National Welsh NS8012 (BUH 240V)** is a Leyland National 2 new in 1980 at Porth. In 1987, this bus was sold to Burnley & Pendle, and was acquired for preservation in 2007 from a training school in Liverpool. No 713 (BKG 713B) was the first of 28 AEC Renowns bodied by Northern Counties for Western Welsh between 1964 and 1966. Before entering service, this bus appeared at the 1964 Commercial Motor Show. A Cwmbran based bus, it ran until 1981 when it became the last Renown in service with National Welsh. It regularly attends events and is owned privately by Mrs Maureen Jenkins and Mrs Susan Evans. PHILIP LAMB



Centre: **Western Welsh 107 (OUH 107)** is one of 18 Harrington Wayfarer IV-bodied AEC Reliances new in 1958. Some seated 34 and were designated Ambassador Class for extended tour operations, the remainder including No 107 were 39-seaters and were known as the Capital Class for day tours and private hire duties. After withdrawal by Western Welsh the coach passed to other operators and eventually was left unused in a barn in Northamptonshire for 37 years. Acquired by CTPG in 2012, restoration started in 2015. Much attention has been paid to the body both internally and externally and a repaint in original livery. Longer term it is hoped to return it to operational order with an engine having been acquired to replace the current defective unit. PHILIP LAMB



Bottom: **For two days only, former Rhondda Northern Counties-bodied AEC Regent V 495 (KNY 495D)** carried Western Welsh fleetnames. Rhondda was absorbed into Western Welsh on 1 January 1971 and some of the Rhondda fleet, including 495, received the traditional BET Western Welsh livery before NBC Poppy Red was introduced. No 495 was the last of a long string of Regent Vs new to Rhondda. It is seen here departing The Bus Depot at Barry on a trip to Bendricks. STEPHEN WREN

Right: **When Neath & Cardiff Luxury Coaches was absorbed into South Wales Transport, some workings on the Cardiff–Swansea service were taken over by Western Welsh along with six AEC Reliance coaches. WWN 191, a 1960 coach with Harrington Cavalier body, was allocated fleet number 102 but along with sister vehicle WWN 190 was never used by its new owner. WWN 191 is photographed at Barry, King Square on a run that had taken in Barry Island, The Lake and The Knap.** STEPHEN WREN



Below right: **Western Welsh 13 (TUH 13) is a 1960 Albion Nimbus with bodywork by Harrington. These 30-seaters were used on rural routes where narrow roads and limited demands made larger vehicles unsuitable. No 13 is part of the Cardiff Transport Preservation Group collection at Barry where it will be restored to original Western Welsh livery but is not currently operational.** PHILIP LAMB

Below: **Western Welsh Timetables.**





Western Welsh

Primarily a Leyland user, Western Welsh also indulged in small batches of AECs. Seen here are some of the buses in use in the 1960s, Cardiff bus station not surprisingly featuring heavily in the views.

Top: **Western Welsh** acquired a sizeable fleet of Leyland Tiger Cubs with Weymann Hermes bodywork in the early 1950s. Seen here en route to Broad Haven in St Bride's Bay is 1954 delivery No 1086 (JBO 86).



Above: **Awaiting departure for Lower Penarth in the familiar environs of Cardiff bus station in June 1979 is No 665 (LKG 665), a 1956 Park Royal-bodied AEC Regent V.**



In 1956, Western Welsh took delivery of no fewer than 40 Leyland Olympian integrals with Weymann bodywork. Numerically first in the class was No 1200 (LKG 205). The state of the bodywork belies the notion that operators always maintained their fleets in tip-top condition! Kardov flour was a Welsh (not Russian) speciality, a genuine Kardov glass rolling pin fetching around £30 on eBay.



Above left: **Six more Olympian/Weymanns followed in 1958.** These were dual-purpose vehicles. Seen here in February 1985 is No 490 (OUH 490).

Above right: **Other saloons of the period included 48 Albion Nimbuses bodied equally by either Harrington or Weymann.** Cardiff's now demolished bus station again provides the backdrop for this study of Harrington-bodied No 24 (TUH 24) new in 1960.



Right: **Fitted with coach seats, Metro-Cammell-bodied Leyland Tiger Cub No 1265 (UKG 265) was another 1960 delivery.**





Left: **Western Welsh** was an early user of the **Leyland Atlantean**, some **66** fitted with **Weymann** semi-lowbridge bodywork being delivered in **1960/62**. Amongst the **1960** deliveries was **No 316 (VKG 316)**. Awaiting departure in **Cardiff** for **Cadoxton**.



Above: **With somewhat scruffy looking partly dismantled illuminated offside advertisement panel**, lowbridge Weymann-bodied Leyland Atlantean **361 (ABO)** heads for **Newport**.

Right: **No more Atlanteans** were delivered to **Western Welsh** until **1969**. These arrived concurrently with **16** with similar **Northern Counties** delivered to **Rhondda**. In **1971 Rhondda** was taken over by **Western Welsh**, its fleet being rebranded as **Western Welsh**. Amongst them was **1969 Atlantean No 506 (VTG 506G)**.



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DAVID JUKES presents this month's collection of older buses out and about on Britain's roads.

RT80 ROAD RUN

The London Bus Museum's 'RT80 Road Run' was held on 24 August to celebrate the 80th anniversary

of RTI's entry into London Transport (LT) service on route 22 (Putney Common to Homerton)

on Wednesday 9 August 1939. RTI on this occasion ran over route 22 from Putney Common

to Shoreditch accompanied by STLs 441 and 2377. (1) RTI (EYK 396), which united the original and largely unaltered 1939 LT Chiswick-built body of the first RT with the 1949 AEC Regent III 0691RT chassis of RT1420 in 1956, is seen in the City of London passing St Sepulchre's Church in Newgate Street. (2) Also seen at this location is STL441 (AXM 693), a 1934 LT Chiswick-bodied AEC Regent 661 2/16STL18 rebuilt by Mann Egerton in 1947, which was repatriated from The Netherlands by the London Bus Preservation Group in March 1975. (3) STL2377 (EGO 426), a 1937 LT Chiswick-bodied AEC Regent 0661 4/9STL14/1, was also accompanying RTI and is pictured at Lower Richmond Road, Barnes. (4) The three buses were also captured circulating Hyde Park Corner; STL441 leads RTI and STL2377. Pictures: MARK LYONS





LEEDS RUNNING DAY

The annual Leeds Running Day was held on 18 August. (1) Boar Lane hosts former York-West Yorkshire YDX221 (NWU 265D), a 1966 Eastern Coach Works (ECW)-bodied Bristol Lodekka F56B, and ex-Devon General 942 *Hermes* (VDV 142S), a 1978 convertible open-top ECW-bodied Bristol VRT/SL3/6LXB. (2) Seen in the same road is the unique low-height Alexander-bodied Volvo Ailsa B55 new to Derby in 1977 as its No 71 (RTO 1R). It was re-registered TRR 814R in 1989 and passed to Eagre of Morton, before sale to Doig's of Glasgow in 1996. It was sold for preservation in 1998 with its restoration into Derby livery completed in Black Prince's workshop. Its current livery was applied in 2016 as a tribute to the Black Prince company and the work undertaken on its first restoration. (3) Caught in a patch of sunshine at Kirkgate is former Leeds 331 (CUB 331C), a 1965 Weymann-bodied Leyland Atlantean PDR1/I. (4) A newer vehicle photographed in New Market Street is former Yorkshire Rider 1700 (D901 MWR), a 1987 Volkswagen LT55-based Optare City Pacer. Pictures: ANTHONY HICKS



ON THE BUSES AT BEWDLEY

The Severn Valley Railway's 'On the Buses' event provided free heritage bus rides around Bewdley and Stourport on 1 September. Seen in the former are former Harper Bros Ltd of Heath Hayes 60 (1294 RE), a 1959 Burlingham Seagull-bodied Guy Arab LUF, and ex-Northern Scottish NPE90 (GSO 90V), a 1980 Alexander AYS-bodied Leyland Leopard PSU3F/4R.

Pictures: ANTHONY HICKS



WYCOMBE WANDERINGS

A High Wycombe-based event on 1 September marked the 90th anniversary of the town's Amersham & District garage opening. RML2440 (JJD 440D), a 1966 ex-LT Routemaster fresh out of the paintshop, is seen in Micklefield Road. The garage building, which was closed in September 1977, survives and was until recently used as an office supplies store. Pictures: MARK LYONS



CITY SIGHTSEEING YORK

Loading opposite Bootham Bar on 28 August is Transdev York 4010 (T408 SMV), a 1999 East Lancs Lolyne-bodied Dennis Trident new to Metrobus of Orpington as its No 408. Identical but fully liveried sister 4011 (T409 SMV) is seen later the same day at Coppergate; this bus was originally Metrobus 409. Forthcoming battery-electric conversions for the City Sightseeing York Tour fleet are advertised on Transdev York 4019 (V519 ESC), a 1999 Plaxton President-bodied Dennis Trident new to Lothian Buses as its 519 in dual-doored and roofed form. Pictures: DAVID JUKES



RIVIERA GL

English Riviera Sightseeing Tours of Torquay has recently started a third tour route operating from Torquay to the village of Cockington. In use on 25 August is CC 9424, a 1930 Roberts-bodied Dennis GL toastrack new to Llandudno Urban District Council as its No 3, pictured here in Cockington. Picture: WILLIAM SPENCER





South East ACTIVITY

Following last month's visit to South East Coachworks to catch up on Chatham & District Bristol K5G, GKE 68, NICK LARKIN finds out more about the many and varied activities of the firm carrying out the work.

Visiting the former Maidstone & District depot which is now the premises of South East Coachworks caused me one problem.

I'd come to Faversham in Kent to see GKE 68, the 1939 Chatham & District Bristol K that was the subject of last month's restoration feature.

'Help yourself Nick, the bus is in the far right corner,' I was informed. Ten minutes later I had failed to find the vehicle, having been distracted by the huge variety of other work going on in the building, from refurbishment of a modern Reading Buses double-decker to yet another AEC

Routemaster being prepared for London-based tour afternoon tea tour operator B Bakery, to lorry bodies being fabricated to traditional carpentry to electrical work and seat upholstery.

Normally you'd expect to find craftspeople of a certain age, with glasses balanced on their nose and wearing a brown housecoat engaged in traditional work to this standard, but, for reasons revealed later, many of the team here look surprisingly young.

By now I was completely lost, and has to get help to weave my way around all these

various projects and eventually find GKE sitting there in a quiet oasis — only quiet because this was lunchtime.

South East Coachworks has built up a formidable reputation for the quality of its work, which means it can number clients ranging from Transport for London to Google to Welcome Break and Kent County Council among its clients. The Spice Girls' Bristol VRT from their 1990s film has recently been refurbished here. Vehicle graphics are a significant part of the business. As are some of the most important classic bus restorations of recent years.

SO HOW DID IT HAPPEN?

Growing up in what was then Southern Rhodesia, Chris Bichard was always fascinated by the integrity and craftsmanship of traditional British engineering, though on arrival in this country his career didn't go in that direction.

'My background is asset finance,' Chris, now CEO of South East Coachworks

Above: Seen at the former Maidstone & District depot now home to South East Coachworks, John Wilcox's Marshall-bodied Leyland Leopard new to Midland Red. SOUTH EAST COACHWORKS

explained. In 2003, Chris was carrying out some consultancy work for a firm called Preston Street Coachbuilders, based in the premises South East Coachworks now occupies. 'Sadly the firm just couldn't be saved and went into liquidation,' Chris recalls. He managed though to acquire the assets and use of the premises, while employing some of the original staff.

Records show that the site was home to a succession of wheelwrights in Victorian times, one of whom also described himself as a coachbuilder.

Interestingly, both Maidstone & District and East Kent had depots in the Faversham until the early 1980s. Located on Cyprus Road, the East Kent premises have now been demolished.

Commissions from Ensign helped get the new company on its feet along with, said Chris, 'a lot of hard work'. The 2008 recession hit the firm hard but luckily Paul Chapman, who had previously owned a car sales business and haulage company and had stored vehicles for Chris and helped with some vehicle conversion work bought into the business. Paul is managing director.

Several local businesses have since been acquired and others created, meaning just about everything be carried out.

These include C&D Fabrications, which had been run by a real Chas & Dave, SEC Signworks, which carries out graphics and makes signs, Gordon Engraving, which as well as the name suggests, supplies plastics and makes mouldings, and SEC Upholstery & Trimming.

The past ten years have seen two further major changes in the firm's work and working practices — vehicle restoration and a major drive to employ apprentices.

THE RESTORATIONS

As we have mentioned, South East Coachworks has carried out some of the most significant vehicle restorations, several of which have been featured in *BC&P*.

B The first major project was Paul Llewellyn's Southdown Leyland National, PCD 80R, which received virtually a complete rebuild and, as reported in *B&CP* October, recently returned to Faversham to have a revived piece of a legendary Southdown advertising history applied.

Paul, who joined Southdown as its youngest driver, aged 21 recalls: 'During the 1980s Southdown outshopped Leyland PD3/4 'Queen Mary' 415 DCD,



Bristol VRT from the Spice Girls film was recently renovated.
SOUTH EAST COACHWORKS

in a guise advertising Beautiful Britain. 'I always wondered what this advert would have looked like on a Leyland National', Paul explained.

The message I want to put across is that the public should get out of their cars and back on the buses. Bus companies should work together to promote this rather than being at each other's throats.'

PCD 80R was delivered to Southdown in January 1977 and fitted with a five-speed gearbox from new. On 17 May 1980 it was the last bus into Crowborough depot before this closed. The National was withdrawn by Stagecoach in December 1998 and sold to Renown Coaches of Bexhill-on-Sea, East Sussex in January 1999. It passed to Wealden PSV in July 2002 and enthusiast Bryan Lane the following month. Paul acquired the National in September 2010, and restoration began at South East Coachworks in March 2012, returning a year later.

He adds: 'I was absolutely delighted by the work South East Coachworks had done restoring my bus and was very happy for it to do the decals for the Beautiful Britain ad for me.'

Probably South East Coachworks' most involved project was the rebuild of GTR 484, a 1951 Southampton Guy Arab with Park Royal 56 seat bodywork. This had not only stood neglected in the open for many years but was also fire damaged. An estimated 2,000 person hours were spent on the restoration of this vehicle. 'That was one big project,' Chris Bichard recalls.

There was Paul Baker's 1956 Maidstone & District AEC Regent V, VKR 39, which was featured in *B&CP* June 2016, John Wilcox's 1974 Midland Red Leyland with Marshall bodywork, PHA 319M and EAJ 679, a 1948 Bedford OB with Plaxton C29F bodywork owned new by Howard of Whitby, and owned by Ray Lockett.





And for something different — a 1950 Harrington Junior, a genuine coach produced by the Hove-based coachbuilder and available for road use with room for one driver and two child passengers. ‘It may be small but the rebuild was a big job,’ says Chris.

Other work includes what is now the conversion of no less than ten Routemasters for B Bakery. The side and rear of a Routemaster was fabricated from reproduction panels as a feature for Google’s London office and two traditional Malta Buses converted for a variety of duties at the London Olympics and re-converted into buses again, ‘These

vehicles were real mongrels, with bits of Bedford and AEC in them, which made the restoration interesting to say the least,’ recalled Chris.

South East Coachworks has displayed many of its projects at rallies and at one point organised the Faversham Vehicle Weekend including a depot open day, though pressure of work has meant responsibility for running the show has more recently been passed on.



Chloe Attrell, who has joined the firm as a trainee upholsterer.

‘I saw the job advertised online and decided to go for it. I love what I’m doing and would definitely recommend an apprenticeship. I’ve learned loads,’ says Chloe.

Apprenticeships are administered by a local training college. Says Chris: “When we decided to go for apprenticeships the average age was 58 and there was very much a Government drive to get people into university rather than working in industry.”

He adds: ‘We are in an industry that’s very margin sensitive, and there is a lot of uncertainty from ‘Brexit’, but we are employing 30 people here and have a diverse range of services we can offer. We do sometime wonder why people expect to pay £40 an hour for a skilled coachbuilder’s services whereas a BMW dealership service department changes customers £95.’

Concluded Chris: ‘I’m proud to say that we are able to help those traditional skills alive in Britain that I’ve always been so keen on.’

Opposite, top left: **South East Coachworks has now prepared ten Routemasters for London afternoon tea operator B Bakery.**

Top right: **Completed National recently returned to have Beautiful Britain decals applied.**

Centre left: **1951 Southampton Park Royal-bodied Guy Arab GTR 484 was a massive project.**

Centre right: **Paul Baker’s Maidstone & District AEC Regent V.**

All: SOUTH EAST COACHWORKS

Bottom: **American school bus being converted to ‘glamping’ vehicle.**
NICK LARKIN

APPRENTICES FOR THE FUTURE

South East Coachworks has a policy of recruiting apprentices wherever possible, among them being Tom Coe, who joined as an apprentice carpenter in 2011 and is now workshop manger.

Chris reveals that South East Coachworks has recruited 50 apprentices over the past ten years, though not all have stayed the course. ‘I do have a fast and hard rule that you have to want to have a job here as opposed to just having a job.’

Among the most recent is 17-year-old

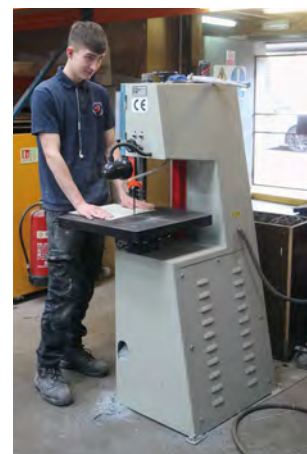
This page, top left: **Another South East Coachworks triumph is this 1948 Bedford OB with Plaxton bodywork, new to Howard of Whitby, and now owned by Ray Lockett.**

Top right: **Small in size but still a major project was miniature coach produced by Harrington.**

Inset: **South East Coachworks managing director Paul Chapman.**

Bottom left: **Chloe Attrell, age 17, joined the firm as a trainee upholsterer.**

Bottom right: **Wide variety of traditional skills are learned.** All: NICK LARKIN



ELECTROLINE rejuvenation

The experimental Dennis Dominator trolleybus built for the South Yorkshire PTE in 1985 is currently receiving electronic and electrical attention at The Trolleybus Museum at Sandtoft as DAVID JUKES reports.

South Yorkshire Passenger Transport Executive (SYPTE) No 2450 (C45 HDT) is a prototype Alexander RH-bodied Dennis Dominator trolleybus built as part of a project to re-introduce trolleybuses to that county, but which did not proceed beyond the testing stage. No 2450 has been kept at the Trolleybus Museum at Sandtoft since late-1994, to which organisation it was officially donated by SYPTE in 2005.

THE PROJECT DESCRIBED

SYPTE, in conjunction with GEC Traction Ltd, studied a trolleybus feasibility project in 1983/84 with a view to re-establishing trolleybus networks in Rotherham and Doncaster. A test track using Sandal Beat Road, located alongside

Doncaster Racecourse, was selected and a project consortium formed. This was led by GEC Transportation and included Balfour Beatty Power Construction (Balfour Beatty was previously involved in trolleybus operation through its ownership of the erstwhile Notts & Derby system), ICI Fibres, Insul-8 Ltd, Brecknell-Willis Ltd, Hestair Dennis and Walter Alexander.

One of SYPTE's standard vehicle types was the Dennis Dominator, of which 323 were delivered between 1977 and 1986 (see accompanying table) with all but 29 fitted with Alexander RH bodywork. The most unusual SYPTE Dominator would be the single trolleybus, the chassis of which made its public debut at the 1984 International Motor Show, held at Birmingham's National Exhibition Centre.

It was essentially a standard high-framed Dominator motorbus chassis, but with thyristor control gear and various electrical parts located within the

wheelbase, plus a GEC traction motor and Dorman air-cooled three-cylinder diesel generator (for low-speed off-wire manoeuvres)

at its rear in place of the Rolls-Royce Eagle diesel engine specified by SYPTE for its conventionally-powered sisters. Two auxiliary motors were also fitted to drive the air compressor, power steering pump and the alternator for lighting and heating.

An essentially standard SYPTE-pattern RH-type body was fitted by Alexander in spring 1985. The lower-deck rear window was eliminated owing to the Dorman engine's high position above the traction motor and the fitting of additional cooling grilles. Part of the usual aluminium alloy roof framing was substituted with steel to support the shrouded trolley base and Insul-8-supplied trolley booms — the latter incorporating mechanically powered retrievers designed to hold the booms down should they de-wire.

The cab controls generally corresponded in appearance, operation

Below: **Testing is underway with 2450 operating on Sandal Beat Road alongside Doncaster Racecourse.** JOHN PETCH



and performance to those of SYPTE's diesel-powered Dominators with the addition of a dewirement warning light and pole retrieval activator.

No 2450 (C45 HDT – delivered as B450 CKW) arrived at Leicester Avenue Garage on 28 June 1985 and started operational trials using trade plates on 1 July. It was initially run in a plain cream livery before receiving standard SYPTE colours on its front half and bright red over the remainder.

The trial overhead — powered at 600 volts DC — was erected by Balfour Beatty using galvanised traction poles supplied by British Telecom and Insul-8 wiring suspended from ICI Parafil self-insulating suspension rope. Its £300,000 cost was funded jointly by SYPTE, GEC, Balfour Beatty and Insul-8 before its official handover to SYPTE on 8 August 1985, as was the Dominator trolleybus after its certification by the Department of Transport.

A Doncaster Garage open day on 8 September saw 2450 used in public service for the first time. Capacity loads were reportedly the order of the day as visitors sought to experience a second-generation UK trolleybus for the first time.

Above: **No 2450 on display at The Trolleybus Museum at Sandtoft on 25 August 2019 during its 50th anniversary event.** DAVID JUKES

Upper left: **No 2450's lower-deck interior is practically identical to that of SYPTE's contemporary diesel-powered Dominators, save the lack of rear window. The deep seat cushions ensure a comfortable ride.** DAVID JUKES

Upper right: **Testing times. Richard, David and John patiently working their way through each of 2450's various systems and circuits.** DAVID JUKES

Centre left: **No 2450's upper-deck contains specified vinyl seating and is in essentially as-new condition.** DAVID JUKES

Centre right: **The upper-deck also features SYPTE's specified laminate finishes on seat backs and interior panels to give a very neat finish.** DAVID JUKES

Bottom left: **No 2450's Dorman diesel engine and associated generator are mounted across the engine bay above the centrally-positioned longitudinal traction motor.** DAVID JUKES

Bottom right: **The GEC traction motor springs are damaged and need expenditure to address the detailed faults.** JOHN PETCH



A DOOMED VENTURE

However, the project failed to reach fruition owing to several factors, not least its launch when bus service deregulation was fast approaching. Limited public transport subsidiaries and the abolition of the metropolitan counties also played a part — South Yorkshire County Council was abolished in 1986 and its districts effectively became unitary authorities with many functions (fire, police and transport) jointly administered.

No 2450 was retained by SYPTE when it set up South Yorkshire Transport as a separate operating company to run its buses after deregulation (this would later

trade as Mainline from 1989 before a 1993 management buy-out and later sale to First in 1995). It was laid up out of use at Leicester Avenue with trolleybus testing considered a low priority in the deregulated era; the experimental overhead was removed in 1990.

PRESERVATION BECKONS

The Trolleybus Museum at Sandtoft (TM@S) was aware of 2450's plight and sought its presence at the 1994 Gathering, but it did not arrive until that October's Yorkshire Day event. The vehicle's future became uncertain — Mainline did not want it back at Leicester Avenue owing



SYLTE's DENNIS DOMINATOR FLEET					
Fleet No	Registration	Chassis	Bodywork	New	Notes
521	UET 621S	DD101A	East Lancs H45/28D	7/78	
522*	SHE 722S	DD101	East Lancs H45/32F	11/77	
523/524†	FHL 323/4V	DD120B	East Lancs H45/29D	5/80	
2101-28	KKU 101-28W	DDA133	Alexander RH H46/32F	5/81-6/81	
2129-36	MWB 849-56W	DDA133	Alexander RH H46/32F	6/81-10/81	
2137-40	OWE 137-40X	DDA133	Alexander RH H46/32F	11/81-12/81	
2141-220	NKU 141-220X	DDA133	Alexander RH H46/32F	11/81-8/82	
2221-74	SDT 221-74Y	DDA133	Alexander RH H46/32F	8/82-12/82	
2275-94	UWJ 75-294Y	DDA165	Alexander RH H46/32F	4/83-6/83	
2295-304	A295-304 XAK	DDA165	Alexander RH H46/32F	9/83-10/83	
2311-20	A311-20 XAK	DDA165	Northern Counties H47/33F	10/83-11/83	Built to match Alexander R-type
2351-65	B351-65 CDT	DDA901	East Lancs E-type H46/33F	8/84-11/84	Built to match Alexander R-type
2401-38	A401-38 YAK	DDA901	Alexander RH H46/32F	2/84-7/84	
2439-49	B439-49 CKW	DDA901	Alexander RH H46/32F	8/84-10/84	
2450‡	C45 HDT	DTA1401	Alexander RH H47/33F	8/85	
2451-70	C871-90 JWE	DDA910	Alexander RH H46/32F	11/85-1/86	
2471-85	D471-85 OWE	DDA1011	Alexander RH CH45/33F	10/86-11/86	Fastline livery
2486-90	D486-90 OWE	DDA1013	Alexander RH CH45/24F	10/86	Coachline livery

* First Dominator chassis. Used as Dennis demonstrator for 12 months

† Ordered by Doncaster independents Morgan (Blue Line) & Store (Reliance); businesses purchased by PTE in 1979

‡ Electroline trolleybus. Delivered with registration B450 CKW

to space considerations and SYLTE had nowhere to store it.

Negotiations saw 2450 remain at Sandtoft with thoughts given to its possible use as a working exhibit. However, it was soon discovered 2450's storage at Doncaster had not proved too kind; several parts had been removed for use on the diesel Dominator allocation and it had also developed several faults. The efforts of many TM@S members ensured these were made good (Mainline kindly permitted salvage of body parts and trim from other Dominators to assist) and enabled 2450 to make its operational Sandtoft debut at the 1995 Yorkshire Day event, with full passenger service use following in 1996.

Ownership was formally transferred from SYLTE to the TM@S in 2005, although 2450 had only remained fully operational until 2002; electronic and electrical issues ensured subsequent movements were made in diesel mode.

SYSTEM REBUILD

But it would eventually step electronics engineers Richard Barnes, David Longstaff and John Petch. 'We recognised the Dominator's importance as the most recent trolleybus built in this country,' states John. 'We first experienced it during its initial tests and wanted to see it running at Sandtoft again.'

'It needs a different skillset from most of the Sandtoft fleet, which we as electronics engineers are able to provide,'

he continues. 'It also requires particular care as circuitry can be destroyed if things are not done properly.'

The trio have been patiently working on 2450's electronic circuits for over two years, a somewhat daunting task as John explains: 'The control system is over-complicated as GEC used many railway parts on the trolleybus. These would be fine in a diesel multiple unit but are somewhat over-engineered for an 80-seat bus.'

'We also lack 2450's test box, which we believe went into a skip at Leicester Avenue through no one knowing or recognising what it was. Neither a spare unit nor circuit diagram exist which makes our project many times more difficult than we would like.'

The group estimate they are presently about a third of the way through a system rebuild: 'We need a bit more luck as we have no information whatsoever,' John admits. 'We have still to determine why some chips will not let a signal pass through while patiently working our way through each of the various systems and circuits — we cannot simply plug in a laptop and diagnose faults because 2450 is unique.'

'For example, it took 18 months' puzzlement before we discovered the accelerator pedal was incorrectly fitted,' he adds.

No 2450 will need to be tested using the overhead supply as it has separate circuits for electric and diesel power — the latter

is somewhat limited in comparison with the former — but that may be sometime away as progress cannot be rushed.

THE FUTURE

'Ideally we would like to see the Museum invest in 2450,' considers John. 'There are several other ongoing projects — not necessarily with every member's full support — but it will need to do something with 2450 after it is returned to full working order.'

'It should be kept under cover,' he insists. 'Someone will have some serious problems to resolve as persistent exposure to inclement weather does adversely affect the Dominator's electronics.'

'No 2450 will also eventually require an external repaint as it still carries the original 1985-applied paintwork and sign-writing; this is also visibly deteriorating through long periods of outside storage.'

Richard, David and John would like to see 2450 running once more in trolleybus mode at Sandtoft, but fault finding on such a complex machine is a time-consuming and sometimes frustrating exercise — we wish them every success with their endeavours.

No 2450 is usually displayed at Sandtoft's Trolleydays. It is occasionally available for viewing by interested visitors when one or more of Richard, David and

Top and bottom: **No 2450 is moved under diesel power during preparations for the 2016 Sandtoft Gathering. Just Balfour Beatty remains a British company; Insul-8 changed its name to Conductix Wampfler in 2006 and is presently part of the French-owned Delachaux Group, while the merged GEC Alstom was renamed Alstom in 1998 – and is also French-owned. The last Yorkshire (and UK) deep coal mine was Kellingley Colliery which closed on Friday 18 December 2015.** DAVID JUKES

Centre left: **Electroline signwriting is carried on 2450's lower flanks with the inputs of Alexander and Hestair Dennis also recognised in the small print; Dennis was owned by the Hestair Group between 1972 and 1989.** DAVID JUKES

Centre right: **Dennis and GEC Traction Ltd manufacturer badges are firmly attached to 2450's front grille. The latter was founded in 1972 as the culmination of the merged traction divisions of General Electric Company's Associated Electrical Industries and English Electric subsidiaries. It was renamed GEC Alstom Traction Ltd in 1989 after the merger of GEC's and Alstom's power and transport businesses.** DAVID JUKES



John are present; they will be pleased to explain in more detail 2450's workings and how they differ from those in other trolleybuses and the standard SYPTE specification Dominator.

Our thanks to Richard, David and John for their kind hospitality and assistance.



CELEBRATE 50 YEARS OF **WESTMIDLANDS PTE**

We preview the event to be marked by the Transport Museum, Wythall on Sunday 6 October celebrating the 50th anniversary of the creation of West Midlands PTE.

The West Midlands Passenger Transport Executive came about as a result of the Transport Act 1968 and came into being on 1 October 1969. It brought together the operations of four municipal bus undertaking — Birmingham, Walsall, West Bromwich and Wolverhampton.

The former Birmingham City Transport was by far the largest constituent part of the combined fleet, accounting for around two thirds of

the new 2,100-strong fleet, and so a modified version of that operator's blue and cream livery was adopted by the WMPTE. The buses subsequently became known as 'Wumpty' buses by the public, in reference to the WMPTE initials. When the creation of the West Midlands County Council expanded the WMPTE's operating area into Coventry, WMPTE absorbed the vehicles and assets of that city's municipal transport

undertaking, Coventry Transport.

Much of the pending West Midlands metropolitan county was not served by WMPTE buses, many bus services continuing to be run by Midland Red. This was considered undesirable by WMPTE, so it entered into negotiations to partly buy them out, so on 3 December 1973, there was a transfer of assets and services between Midland Red and the Executive

involving routes that operated wholly (or almost wholly) within the proposed metropolitan county. By April 1974, the WMPTE's fleet numbered around 2,600 vehicles.

This year sees the 50th anniversary of the creation of West Midlands PTE, an event to be marked by the Transport Museum, Wythall on Sunday 6 October next. The event is to be sponsored by Cummins, celebrating its centenary in 2019.

Birmingham 3009 (MOF 9) is a 1953 Guy Arab IV with Metro-Cammell bodywork, and is a fine example of Birmingham's 'new look' double-deckers which dominated the postwar BCT fleet, many of which were still in service upon the formation of West Midlands PTE. Retained by West Midlands as a preserved bus by West Midlands, this bus is now owned by Kevin Hill. SIMON GILL





The day will uniquely feature two Cummins V6 powered buses running side by side (bring your ear defenders!) with the return to the road of Wolverhampton Daimler Roadliner 719 (NJW 719E) alongside the giant Walsall Daimler double-deck Daimler Fleetline 56 (XDH 56G).

Illustrating the contrast between 20th and 21st century technology and how the bus

Walsall 56 (XDH 56G) is a 1968 Daimler CRC6-36 with Northern Counties bodywork and is a 'one-off' put on the road by Walsall General Manager Mr H. Edgely Cox. It has a rear-mounted Cummins engine placed longitudinally at the rear off side. No others were built. It is a Wythall resident and is owned by Dave Taylor. SIMON GILL

West Bromwich 101 (NEA 101F) is a Metro-Cammell-bodied Daimler Fleetline new in 1968. A long-term Wythall resident. No 101 returned fully to the road earlier this year. PHILIP LAMB

Wolverhampton 719 (NJW 719E) is another long-term Wythall resident returned fully to the road this year. It is a Strachans-bodied Daimler Roadliner. PHILIP LAMB



Bus & Coach PRESERVATION

Seen here together are Wythall's two Cummins-V6-powered buses, Wolverhampton 719 (NJW 719E) and Walsall 56 (XDH 56G). Both vehicles will feature heavily during the day. THE TRANSPORT MUSEUM, WYTHALL





57

ESSINGTON

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NJW 719E



industry is addressing the burgeoning challenges lower emissions, a hybrid-powered ADL double-decker will join the line-up, featuring a Cummins clean diesel engine. The exhibits will also include Cummins electric battery technology for zero-emission buses and the Darlington-built successor to the V6 — the latest B6.7 engine meeting Euro VI emission regulations.

West Bromwich Daimler Fleetline 101 (NEA 101F) will also run side by side with a number of Birmingham City Transport and visiting WMPTE buses in support. The Coventry fleet and much of Midland Red were not absorbed until 1974 but it's planned that both fleets will be represented on the day. It is hoped that the West Midlands Buses fleet of heritage 'corporation' liveries will attend.

Here by way of a preview is a round-up of some of the buses and liveries you are likely to encounter on the day.

Coventry 366 (EKV 966) is a Roe (1951)-bodied Daimler CWA6, the chassis of which was new in 1944. Retained at Coventry Transport Museum for many years, it has been superbly restored by present owner, Roger Burdett.
SIMON GILL

Midland Red 5399 (BHA 399C) is a fine example of Midland Red's latter day standard double-deckers, the BMMO D9. A long-term Wythall resident, No 5399 has recently been repainted in NBC poppy red and as such represents the Midland Red buses which passed to the PTE in 1973. PHILIP LAMB

West Midlands 1026 (DOC 26V) is a 1980 Leyland National 2 presented in a West Midlands Travel livery used post-deregulation livery from 1986, but soon superseded by the more familiar blue and silver.
PHILIP LAMB



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Nottingham Heritage Vehicles Charity

The Heritage Bus Depot. Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm

Preserving road transport heritage for future generations



Soak up a little transport nostalgia, learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks.

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Please use public transport or the NET tram to visit us.

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BUSES festival 2019



Sunday 18 August 2019 saw the sixth BUSES Festival take place at the British Motor Museum at Gaydon, Warwickshire. Following the creation of more parking spaces there was more room to display buses and coaches. Here is a selection of some of the heritage buses and coaches that attended.

Above: **Contrasting vehicles from Leicester were former Leicester City Transport 217 (217 AJF), a 1961 AEC Bridgemaster with Park Royal body and former Leicester CityBus 100 (CI00 UBC) a 1986 Dennis Dominator with East Lincs body.** Pictures: SIMON GILL

Below: **Former United Counties 882 (XNV 882S) is a 1978 Bristol VRT/SL3 with Eastern Coach Works body in NBC leaf green and white livery.**



Top: **Former Accrington 10 (KTC 615), now re-registered 831 XUW**, is a Guy Arab III with Guy rear-entrance body new in 1949. It has been acquired by Wyvern Omnibus and retains Yorkshire Heritage Bus Company livery.

Centre: **A large number of buses attended from the West Midlands including former Birmingham City Transport 2548 (JOJ 548)** a Guy Arab with Metro-Cammell body new in 1950.

Bottom left: **A number of former Midland Red buses included 808 (BVP 808V)** a Leyland National 2 new in 1980, seen operating one of the free bus services from the site.

Bottom right: **P339 VWR** a Volvo B10M with Plaxton Premiere 350 coach bodywork was new to Wallace Arnold, Leeds in 1997. It passed to Thomas Bros, Llangadog in 2007 whose livery it retains in preservation.





A Felix Europa

SIMON GILL reports on a Yeates-bodied Bedford SBI, 618 KRA, from the smart fleet of Felix Bus Services of Stanley, Derbyshire.

Anyone visiting the former art deco bus station in Derby could not fail to see and appreciate the red and maroon single deck buses and coaches, complete with 'Felix the cat' motif, that operated between there and Ilkeston via their home village of Stanley. Luckily, one of their smart fleet has been restored as a reminder of what the founder, Norman Frost, achieved.

FELIX BUS SERVICES

In common with many small operators Norman Frost bought his first vehicle, a Crossley lorry, from the War Department in 1921 which was used to transport coal and miners to and from West Hallam

Colliery. In 1924 it was rebodied by Dickens of Loughborough with a 14-seat bus body and began the service from his home village of Stanley to Derby. Mr Frost was asked to name the vehicle and chose *Felix* after the popular song of the time 'Felix Kept on Walking'.

The expanding fleet outgrew the base at Mr Frost's parents' home in New Street, Stanley so in 1937 moved to a purpose built house and garage at nearby Station Road. Following forecourt extensions in 1979 and 1986 it remained in use until the firm's demise.

Vehicles were initially painted chocolate brown and cream but this changed to red and maroon in the 1950s. The last bus in this livery was withdrawn in 2010 by which time, after a brief flirtation with white, coaches were red and buses red and white.

The Felix cat emblem appeared in various guises over the years but, in 2009, after contact from lawyers in the USA acting for Felix The Cat Creations Inc. asserting they owned the rights to any feline image used with the name Felix, the company decided it could not afford a court case so all cat images were removed.

When Norman Frost died in 1975, Trent made an offer to purchase the business but this was rejected and it passed to his nephew, Geoffrey Middup. The firm was then incorporated as Felix Bus Services Ltd. From 2000, Felix and Trent began to co-operate and jointly market their service as 'The Black Cat' with both companies adopting a red and white livery for the purpose. A jointly operated express service between Derby and Ilkeston via Kirk Hallam and Spondon was named 'The Ilkeston Flyer'.

Opposite: **When it was launched in 1957, the Yeates Europa stood out from its contemporaries with nicely rounded styling.** SIMON GILL

Below: **618 KRA being winched off the low-loader on arrival at Ruddington in September 2013.** PAUL CHAMBERS

On 29 January 2012 the bus services were sold to Midland General, a subsidiary of the Wellglade Group which had bought Trent from the NBC in 1986. A few school services continued until April 2012 when the operators licence expired; bringing an end to 91 years of bus and coach operation.

VEHICLE POLICY

Most vehicles were purchased new, with Dennis the main chassis supplier until the 1940s when Bedford took over almost exclusively until shortly before production ceased in 1986. The fleet was 100% Bedford between 1968 and 1985 when fleet strength stood at seven or eight vehicles at any time. After deregulation in 1986 the fleet and variety of chassis manufacturers gradually increased, peaking at 17 in 2002.

The coachbuilders of Loughborough became firm favourites for more than half a century with Willowbrook being

the main supplier in the 1930s; Yeates took over from 1947 until sale to Duple in 1963. Although some Duple bodies were purchased, Plaxton became the main body supplier until the late 1990s.

YEATES EUROPA

Yeates established premises in Loughborough in 1931 but it was not until 1947 that construction of new coachwork began; initially on most popular chassis of the time. A striking looking body called the Riviera, noted for its use of extensive polished aluminium mouldings, was launched in 1952 on underfloor-engine chassis; the range being extended in 1953 to include the popular Bedford SB. Bodying this chassis became the mainstay of the company's production with over 500 produced before the coach building business was sold.

After a downturn in sales Yeates bounced back in 1957 with the Europa. As the name suggests it was heavily influenced by European designs by Dutch builder, Hainje which later became part of Berkhof. The use of light alloy helped to reduce weight and imaginative paint designs made it stand out. The design evolved over the following few years until it was replaced, on the Bedford SB, by the 'Fiesta' in 1960.

618 KRA

After experience with five Bedford OBs, Norman Frost purchased three Bedford SBs with Yeates Europa 41-seat bodies. 618 KRA, a Bedford SB1 fitted with a Bedford 300 4.9-litre diesel engine and four-speed gearbox was the first to arrive in May 1959. It replaced MRA 279, a Dennis Lancet III that had started life as a lorry in 1947, registered AMB 596, before being rebuilt, re-registered and fitted with a Yeates coach body the following year.

618 KRA settled down on the Derby service together with private hire and excursion duties before being withdrawn in June 1969. It was replaced by DRA 35G, a Bedford SB5 with Plaxton Panorama body, but remained in the Derby area being acquired by A M Parkin trading as Luxicoaches of Borrowash where it stayed until 1975. It then passed to Broadway Baptist Church Group in Derby before passing to N. Whitmore of Lower Pilsley for preservation in November 1981.

A change of ownership in December 1992 saw 618 KRA pass to Fowler of Holbeach Drove where current owner, Paul Chambers, discovered it in 2013. After writing a book on Felix Bus Services in 2006 he was eager to acquire the coach



so a deal was done and it was back in the East Midlands by the middle of the year.

RESTORATION

The coach was moved to the Nottingham Area Bus Society (NABS), base at the Great Central Railway — Nottingham (GCRN), Ruddington, where a five-year restoration by its volunteers began.

Unfortunately, as is so often the case,

age had taken its toll on the bodywork. One side had previously been reframed but not lined up correctly so the framework on both sides and the rear were rebuilt with new ash. Paul's father, John Chambers, helped where his experience as a retired bodyshop superintendent for TrentBarton proved invaluable — his career had started with an apprenticeship at Midland General in 1954.

Rebuilding the rear was challenging as no photographic evidence existed so this was put together from scratch. Photographs of the rear came to light shortly after the work had been completed and luckily their hard work proved correct and was spot on.

The opportunity was taken to rewire the coach throughout. It was then repennelled and the distinctive Yeates'



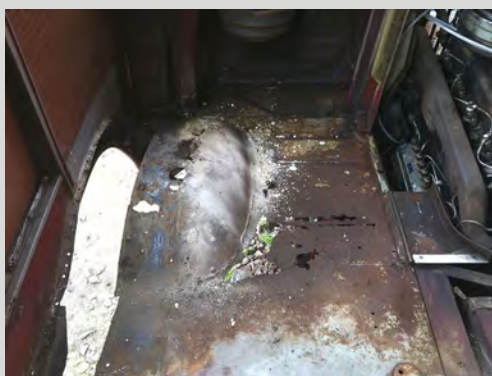
Top left: **Reframing of the rear already underway in December 2013.**



Top right: **Removal of the nearside panels in April 2014 revealed the condition of the ash framework which needed replacement.**



Centre left: **Offside framework completed.**



Centre right: **Holes in the nearside front wheel arch needed attention.**

Below: **Making good progress with most of the coach in undercoat by November 2015.**
All: PAUL CHAMBERS

Opposite, top: **The nicely rounded rear of the Yeates Europa is shown to good effect. Note the horizontal direction indicators and Felix cat motif above the Europa badge. 'Ilkeston 332' awaits your call.**
SIMON GILL





bright work refitted, followed by a repaint in red and maroon livery complete with the cat emblem.

Mechanically, the Bedford was in good condition and other than the fuel pump, which had to be overhauled; only a good service was required. A class 5 MoT was successfully obtained in 2018 enabling it to return to the road. Since then it has appeared at several rallies in the area.

THANKS

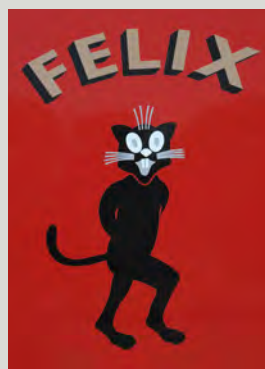
Paul would like to thank all NABS volunteers who helped with the restoration, in particular his father John, Dave Wheatley, Lynn Pestell, Andrew Millinship, Jim Hill and Ian Orchard as without their dedication the coach would not have been completed in five years. Other skilled personnel were employed as and when necessary.

Our thanks to Paul Chambers and Lynn Pestell for their help and hospitality during our visit.

Below left: **Interior is very original with dual-purpose type seats incorporating knobs for passengers to hold.**

Below right: **Driver's cab area with basic instrumentation.**

Bottom: **Detail views.** All: SIMON GILL





SHOWING OFF!

Once a common sight, buses were often converted into exhibition units promoting all manner of businesses from bus companies to transport museums, not to forget local authority facilities. Here are a few. . .

Above: **Now fully restored by the Lincolnshire Vintage Vehicle Society** former Eastern National 4038 (ON0 59) is a 1949 Bristol K5G. It is seen here at an HCVS rally in Brighton acting as the LVVS tender vehicle wearing the then LVVS livery applied to one or two of its buses in the society's early days before authenticity was as important as it is today.

Right: **Believed to be a former military Mulliner-bodied Bedford SB, CYC 102A** was seen at Carhampton in May 1986 proclaiming itself to be the 'West Somerset Jubilee Bus'.





Left: Another preservation survivor, in this instance with the SELNEC Preservation Society, Manchester 'Mancunian' LNA 166G, a 1968 Leyland PDR2/1/Park Royal is seen at Ashton performing its role as GMPTE's Exhibition Unit. Before entering preservation, the bus served with Stagecoach in the Greater Manchester South fleet.

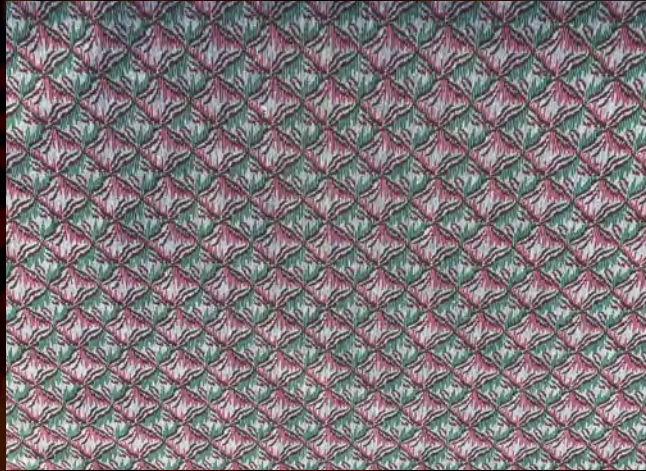
Right: BET-style saloons were popular choices for all sorts of non-PSV role. Here in May 1987 former Yorkshire Traction 375 (CHE 375K), a 1972 Marshall-bodied Leyland Leopard is promoting the Revup Two Wheel Centre.



Above: Former Southend 1971 Northern Counties-bodied Daimler Fleetline WJN 348J is seen in January 1985 freshly turned out as the Rochford Leisure promotional. It later served Pardes House School in Finchley before being exported to New Zealand.

Left: Seen in August 1994, London Country LN13 (NPD 113L), a 1973 Leyland National was the LCBS's 'one-off' 1978 pilot overhaul which outlasted its LN sisters, all of which were withdrawn from service by December 1979. Later roles included a spell at Scratchwood services for Shearings and a period with Luton & District as a driver trainer.

Are you sitting COMFORTABLY?



ASHLEY BLACKMAN
takes us through an
all-you-need-to-know
guide to seat moquette.

Top left: **Looking a bit worse
for wear.**

Top right: **Tiling moquette.**

Centre left: **1950s Halifax
CorTporation seating inside
1950 AEC Regent III, BCP 671.**

Centre right: **Newly upholstered
Devon General seats from the
AEC 'Light Six'.**

Bottom left: **Leather bench seat
for a classic car**

Bottom right: **Close up of the
piping on the classic car seat**

Opposite page:

Top left: **Which colour or
material do you choose?
Samples of vinyl and leather
being matched up.**

Top right: **Bespoke design for a
cab seat being chosen for HDD
654.**

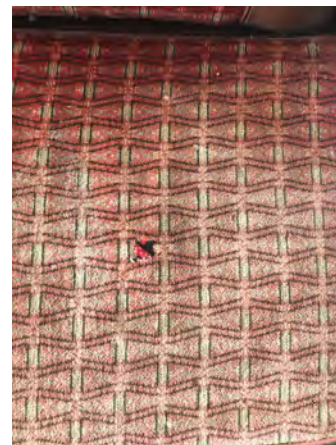
Centre: **Essential tools of the
trade.**

Bottom left: **Newly upholstered
East Kent Road Car seating on
board 1969 Daimler Fleetline,
RFN 963G.**

Bottom right: **Details, newly
upholstered East Kent Road
Car seating on board 1969
Daimler Fleetline, RFN 963G.**









Opposite page, top left:
The interior of 1950 Crosville Bedford OB, MFM 39.

Top right: **Restored interior of 1933 Bristol G, VG 5541.**

Centre left: **When you have an interior so original and untouched, sometimes best to preserve it. Interior of FUF 63.**

Centre right: **Fresh new East Yorkshire Motor Services Moquette for 9725 AT. Can you spot the china man on the EYMS moquette?**

Bottom left: **Never seen a seat so worn out? This was a Leeds City Transport seat at one time!**

Bottom right: **Someone has repaired a tear in this City of Oxford moquette in an effort to preserve it. The same seat (far right) after a shampoo.**



This page:

Top left: **Unmistakably London Transport.**

Top centre and right: **Restored interior of Hants & Dorset Bristol K6A, HLJ 44. Love those long bench seats.**

Centre: **Hardwearing vinyl seating, easy to clean up on board.**

Bottom left: **For interest, Americans know how to do luxurious seating. Had to share this.**

Bottom right: **1950s coach interior, Foden NTU 125 so very stylish.**





Paramount DE-REGULATION

We look at a selection of early Plaxton Paramounts wearing de-regulation liveries.



Plaxton's Paramount coach first appeared at the 1982 Commercial Motor Show and was visually quite a departure from Plaxton's coach designs for more than 12 years, although the method of construction was similar to that of its immediate predecessors the Supreme V and the Viewmaster IV.

For the first time Plaxton offered two overall heights from the outset, rather than adapt an existing design, it had with the Supreme, which was stretched height-wise to become the Viewmaster. The Viewmaster had come about as a result of Greater Manchester area operator and loyal Plaxton devotee Noel Tatlock of Tatlock's Coaches persuading Plaxtons to come up with a rival to the high-floor continental imports which were at the time beginning to dominate the British scene.

The Plaxton Paramount 3500 (3.5m in height, 11m or 12m in length) was intended

Seen at Victoria in September 1991, Alder Valley 1203 (YPJ 205Y) 1983 Paramount 3500-bodied Leyland Tiger, which had previously been used on the Reading Railair link. This coach later became HIL 6812 with Rennies of Dunfermline.

1986 Leyland Tiger/Paramount 3500 Brighton & Hove 406 (C376 PCD) was new to Brighton & Hove making an appearance at that year's UK Coach Rally. It is seen here at Brighton's Pool Valley coach station branded for the 737 Brighton-Heathrow/Windsor service.

Another 1985 Paramount 3500-bodied Leyland Tiger, East Midland 56 (B56 DKW) is seen in August 1988

to continue to provide a British-built high-floor coach, whilst the Paramount 3200 (3.2m in height, 8m, 10m 11m or 12m in length) was to satisfy the needs of those requiring a more traditionally British standard height vehicle. In both forms the new body could be fitted to virtually all coach chassis available on the British market at the time. Later versions included a low driving position option and the Paramount 4000 double-deck version. The Paramount was replaced by the Paramount II for the 1985 season

The major customer for both 3200 and 3500 coaches was the National Bus Company using the Leyland Tiger as its chassis of choice. With de-regulation looming, the NBC's Paramounts would become its newly created independent successors front- and second-line coaches attracting some very creative and attractive liveries. Alas it was to be all too short-lived.



Midland Red Coaches I013 (A678 KDV) was a Leyland Tiger/Paramount 3500 new to Devon General (Greenslades) as its 2202 in 1983. Ordered by Midland Red, it passed to that operator after a year joining the Midland Red Express division. Later with Midland Red West, MRC I013 is seen here March 1990.



Seen here in September 1986, Trent (B110 GRR) was a 1985 Leyland Tiger/Paramount 3200. Later passing to United, it ended its days with independent Scarlet Band.



New to West Riding as its No 43, United 1343 (C43 CWT) was a 1986 Paramount 3200-bodied Leyland Tiger. It was initially employed on National Express work.



Leyland Tiger Paramount 3200, Yorkshire Buses 42 (C42 CWT) had also been new to West Riding in 1986.

NIGEL APPLEFORD takes a look before Merseyside PTE.

This month we will look at models of Merseyside PTE's predecessors — Birkenhead, Liverpool, St Helens, Southport and Wallasey.

The Transport Act 1968 required the introduction of Passenger Transport Authorities and Executives to be set up in the main conurbations in England; the Merseyside PTE combining the assets of the former Liverpool, Birkenhead and Wallasey fleets from 1 December 1969. Local reorganisation in 1974 would bring St Helens and Southport into the PTE.

Birkenhead saw the first tramway in the United Kingdom open on 30 August 1860 using two horse-drawn open-top double-deck tramcars. In 1899 Birkenhead acquired several companies in its area and in 1901 it started to electrify the system.

Motorbuses began to replace tram routes from August 1925 until the last route was replaced in July 1937. Buses had been operated since 1919, using Leyland O-types and including the purchase of an AEC Q double-decker and the first diesel



EFE's Leyland TDI with open staircase was released in March 2000 as its No 93 (CM 8078); another EFE model (27202A) of No 90 (CM 8075) was released in February 2001. Birkenhead Corporation's livery was changed in the early 1930s to mid-blue and cream as it was similar to Crosville's, although joint services were operated.

buses in 1933. The fleet after 1934 was all-Leyland apart from 36 Guy Arab IIs acquired between 1943 and 1946.

Joint operating agreements with Crosville in 1926 and Wallasey in 1929 saw expansion of Birkenhead's routes and the tram livery of maroon and cream was changed in the early 1930's to mid-blue and cream, presumably as Crosville buses

were maroon and cream at that time.

Liverpool Corporation Tramways was inaugurated in 1897 with motorbus operation commencing in 1910. After World War 2 the process of closing the tram system and replacement with buses began, the last tram running in Liverpool in 1957. The city was expanding rapidly and new bus routes introduced to serve the new housing estates. Buses were in the main of Leyland, AEC and Daimler manufacture, although just prior to the formation of the Merseyside PTE, Bristol RE single-deckers were purchased.

Wallasey saw its first horse buses in 1861. In 1899 it exercised its option (under the 1886 Tramways Act) to take

Most municipal operators received utility single- and/or double-deckers in the early 1940s. This 1:50 scale model of No.340 (BG 8650) was released by Corgi in 1992, EFE also released a 1:76 scale utility model of No 346 (BG 8738) in December 1999. Many of the Guys were re-bodied by Massey after World War 2.



Birkenhead purchased several Leyland PD2s with Massey, Weymann and East Lancs bodies. This PD2/12 (DCM 991) with Weymann Orion body was one of five, Nos 367-71 (DCM 987-91) purchased in 1955, all passed to the PTE in 1969.



Although a staunch Leyland customer, Birkenhead did receive a batch of nine Daimler Fleetlines with Weymann 76-seat bodies in 1964. This EFE model is of No 108 (RCM 508) was released in September 1996.



Liverpool was a larger operator and had AEC, Leyland, Daimler and Bristol models in its fleet when the PTE was formed. This two bus EFE gift set, comprising an all-Leyland highbridge PD2 (16106) and Leyland Atlantean (16512) was a Code 2 issue for Ian Allan Publishing and contained models of PD2 L428 and Atlantean E2. Neither carried registration plates and further issues of these models with different adverts were also released. The set (two standard boxes in a card sleeve) was released in August 1995.

over all existing horse trams and in March 1902 the first electric tram ran to Upper Brighton. In 1920 the corporation obtained powers to operate motorbuses and the first service, using AEC YC chassis with single-deck bodywork, ran in Seacombe. In 1921 joint services into Birkenhead with its corporation began. Trams ran until 30 November 1933 when motorbuses took over all services. Leylands were favoured at that time and in 1958 Wallasey took delivery of the first production Leyland

Atlantean. Wallasey was also one of the first municipalities to experiment with minibuses in 1963 when a 13-seat Trojan was used on a service between New Brighton station and Martins Lane.

Southport opened its first horse tramway in May 1873, operated by the Southport Tramways Company. This company was purchased by Southport Corporation in 1896 and together with Birkdale UDC purchased the tramway tracks within its boundaries. In 1899

authority was given for Southport to construct new routes and electrify them. In July 1900 the first Southport electric trams ran. In 1901 the Tramways Company was purchased by BET and leased lines were electrified. In 1912 Birkdale UDC was absorbed into the borough of Southport and by 1918 Southport had united the tramways by purchasing the Tramways Company from BET.

The first motorbus ran in 1924 and by the end of 1934 the tramways had been



The two-bus set was supplemented by other issues of the same models. This is EFE Atlantean 16518, another model of Liverpool Leyland Atlantean/MCW E2 now with registration plates 372 BKA and BOAC adverts. This was an experimental bus and the only one of this type to enter service in the fleet, the production run of 380 buses having a Liverpool Corporation Transport-designed body also built by Metro-Cammell.

Liverpool ran this Bedford OB/Duple Vista, B1 (TMM 191) on its airport service. The real coach survives in preservation re-registered XAM 88A.

OOC released this model of Liverpool AEC Regent II/Weymann A433 (GKD 434) in March 2009.





In 1950/51, St. Helens purchased 40 standard London spec AEC RT buses with Park Royal bodies. These were numbered 59-73 (BDJ 59-73) (1950) and 1-25 (BDJ 801-25) (1951). In the 1954 renumbering they became D59-73 and D1-25 respectively. This EFE model of D4 (BDJ 804) was released in July 1993, at that time standard EFE models were issued without registration plates.



EFE released this model of St Helens AEC Regent V/Weymann 58 (MDJ 918E) in May 1995. No 58 was one of three similar buses delivered in 1967, all of which passed to the PTE. The registration number isn't carried on the model.



OOC produced this model of St Helens Weymann-bodied Leyland PD2A K172 (LDJ 982) in May 1999, featuring a 'St Helens' fibreglass front, designed to give drivers a better view of the nearside kerb. This was one of eight PD2As delivered in 1960, four with Weymann bodies, K172-5, (LDJ 982-5) and four with East Lancs bodies, K176-9, (LDJ 986-9). All were withdrawn in 1972.



A one-off in the St Helens fleet was this AEC Regent V with East Lancs 73-seat forward-entrance body incorporating a sliding door. K199 (KDJ 999) was delivered in 1959 and withdrawn in 1971.

FLEETLIST

ATLAS EDITIONS 1:76 4mm Scale

4655524	St Helens	AEC Regent V/East Lancs X199 (KDJ 399)	May 2012	n/a		
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EXCLUSIVE FIRST EDITIONS (EFE) 1:76 4mm Scale

10118	St Helens	AEC RT D4*	Jul 1993			
16106	Liverpool	All-Leyland PD2 L428*	Aug 1995	Dulux		Highbridge, Code 2 in set for Ian Allan
16110	Liverpool	All-Leyland PD2 L428 (JKB 580)	Jan 1996	Threlfalls		Highbridge
16502	Wallasey	Leyland Atlantean/Metro-Cammell 1*	Feb 1994			
16512	Liverpool	Leyland Atlantean/Metro-Cammell E2*	n/a	Sss...sch...weppe...ssss		Code 2 in set for Ian Allan
16518	Liverpool	Leyland Atlantean/Metro-Cammell E2 (372 BKA)	Mar 1996	BOAC		
16524	Wallasey	Leyland Atlantean/Metro-Cammell 19 (HHF 19)	Nov 2003			
16537	Wallasey	Leyland Atlantean/Metro-Cammell 26 (JHF 826)	Oct 2014			
18003	Birkenhead	Daimler Fleetline/Weymann 108 (RCM 508)	Sep 1996			
19703	St Helens	AEC Regent V/Weymann 58*	May 1995			
19703DL	St Helens	AEC Regent V/Weymann 58 (MDJ 518E)	May 1996	Rothery Radio		Deluxe model
19907	Liverpool	All-Leyland PD2 L428*, Leyland Atlantean/ Metro-Cammell E2*	Aug 1995			Gift set
20005	Birkenhead	Leyland PD2/Metro-Cammell Orion 371 (DCM 991)	Oct 1996			
20127	Liverpool	Bedford OB/Duple Vista B1 (TMM 191)	Mar 2002			
26304	Birkenhead	Guy Arab II/Park Royal 346 (BG 8738)	Dec 1999	Utility		
27202	Birkenhead	All-Leyland TD193 (CM 8078)	Mar 2000			Open staircase
27202A	Birkenhead	All-Leyland TD190 (CM 8075)	Feb 2001	2,520		Open staircase, EFE Subscriber Offer

CORGI ORIGINAL OMNIBUS COMPANY 1:76 4mm Scale

43918	Southport	Daimler CWA6/Duple 70 (EWM 378)	Jun 2000	n/a		Utility
97941	St Helens	Leyland PD2A/Weymann K172 (LDJ 982)	May 1995	11,000		
OM40404	Liverpool	AEC Regent II/Weymann A433 (GKD 434)	Mar 2009	1,300		
OM41101	St Helens	AEC Regent V/East Lancs K199 (KDJ 999)	Mar 2003	5,700		

CORGI 1:50 6mm Scale

35006	Liverpool	AEC Routemaster		n/a	Beatles livery	Registration 'BEAT 1'
97199	Birkenhead	Guy Arab II/Park Royal 340 (BG 8650)	1992	8,200		Utility
97232	Wallasey	Leyland Atlantean/MCW 1 (FHF 451)	1993	n/a		

MATCHBOX 'MODELS OF YESTERYEAR' 1:76 4mm Scale

Y5-5	Birkenhead	All-Leyland TD1*	1989			Also issued as a dismantled model in a frame
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*Registration not carried

abandoned in favour of motorbuses. World War 2 saw many Government departments moved to the area and the bus fleet expanded, peaking at 78 vehicles by 1951. Sea front services using converted ex-War Department Bedford QL lorries with locally built Rimmer, Harrison & Sutherland 23-seat bodies commenced in 1946 — the last running in 1966. Southport was a Leyland and AEC customer.

St Helens began tram operation in April 1897 by the purchase of a line operated by the St Helens & District Tramways Company. Initially horse operated, steam had been introduced in 1890. The first electric tram ran on 20 July 1899. By this time the company had been purchased by a new company trading as the New St Helens & District Tramways Company. When the lease on the system expired in 1919 the Corporation took over and in 1921 the St Helens Corporation Act granted the Corporation powers to run both motorbuses and trolleybuses. The first motorbuses commenced operation in August 1923, but by 1927 due to track wear trams were replaced on two routes by trolleybuses. The trams finally finished in March 1936, services being replaced by trolleybuses.

By 1951 concern was expressed over the state of the trolleybus infrastructure which had suffered during World War 2. Although there had been postwar improvements to the power supply, it was felt more economic to increase motorbus operation and the last trolleybus ran on 30 June 1958. The Corporation, like all operators, was searching for economies and single-deck one-man operation was extended using AEC Reliances and Swifts.



Wallasey was the first operator to place the new Leyland Atlantean into service in 1958, its first example being No 1 (FHF 451). EFE produced this model of No 1 in February 1994 in its original style livery with Wallasey Corporation Motors fleetnames but unfortunately no registration plates as with all EFE standard issues of the time. No 1 passed to the PTE (later renumbered 201) and is now preserved.

Although Southport and St Helens were both outside the Merseyside PTE area, the 1972 Local Government Act created a new Merseyside County which included both St Helens and Southport; their transport undertakings being absorbed into the PTE on 1 April 1974.

MODELS

Models, as one might expect, are based around already available castings (although some come with a little 'licence'). Like many municipal operators Birkenhead, Liverpool, Wallasey, Southport and St Helens all had their own purchasing policies and with the exception of Liverpool tended to buy their new buses in small batches, often using local coachbuilders which would likely render models uneconomic for volume diecast manufacturers to produce; there is also the limited geographical area in

which these buses would have operated to consider and then how many might have gone on to serve with other operators.

That having been said there are still a few possibilities for existing castings such as a Southport Leyland National or all-Leyland PD2. Southport also operated a small fleet of ex-Army Bedford QL 'boats' on its beach; an Airfix kit or Oxford Diecast could be used as a basis for a conversion. There are also some fairly standard vehicles such as a Massey-bodied half-cab or an Alexander AL-bodied Atlantean which are not so geographically limited and might be worth one of the diecast manufacturers considering, although I believe both have been issued as resin/metal kits. The resin kit manufacturers have offered a few of the 'missing' buses in kit form, or sometimes as a conversion kit requiring an easily obtained diecast as a basis.



EFE released two models of the Leyland Atlantean in Wallasey colours but with the later livery — No 9 (HHF 19) in November 2003 (16524) and No 26 (JHF 826) in October 2014 (16537), presumably to use up stock as the number blind on the right hand model has the outline of a '1' under it, although both carry colourful local adverts. All of Wallasey's Atlanteans passed to the PTE in 1969.

Could an innocent looking 50-year-old Bury Corporation commemorative brochure contain thinly veiled hatred? NICK LARKIN reports.

COUNTY BOROUGH OF BURY



TRANSPORT DEPARTMENT

66 YEARS OF
MUNICIPAL
PASSENGER
TRANSPORT
OPERATION
1903 - 1969

Commemorative Brochure



1935 TYPE OMNIBUS



1953 TYPE OMNIBUS

Leyland and Bury move together

Bury Corporation Transport first used Leyland back in 1925. A lot has happened since then.

In those days Leyland buses were driven by petrol engines. Today, Leylands are propelled by powerful diesels.

In 1925 Leyland was a fairly small Lancashire manufacturer. Today Leyland has given its name to one of the world's really big industrial corporations—British Leyland.

However, some things remain unchanged. Leyland's adherence to quality, reliability and craftsmanship. You will find that today in the fleet of Atlanteans which serve Bury.



PTE PROTEST?

Several events have been taking place commemorating 50 years since the formation of the first PTEs, which swept away municipal operators in large conurbations in favour of Passenger Transport Executives.

Although the history of the PTEs is generally well documented, I have always wondered why history has not recorded one aspect of the changes.

Did any local authorities protest at the loss of their own bus operations, which in some cases made a significant profit for their council masters?

I'm sure I read somewhere that there had been some dissent from Stockport Corporation, but surely there must have been more in an era when municipal pride was far greater than it is today.

Great municipal liveries such as Wallasey and Birkenhead were much admired.

South Yorkshire PTE's bland brown and cream, was surely a retrograde step to Sheffield blue and cream or Doncaster's rather funky red and purple when it took over these operators in 1974?

SELNEC PTE's bold new orange and white colours didn't sit too well on older halfcab buses, many felt.

I recently unearthed a commemorative booklet from the County Borough of Bury, marking the end of municipal operations after 66 years.

The Bury coat of arms sits proudly on the cover and there are adverts in the form of tributes from manufacturers and suppliers, a history of the undertaking including a page from its first wages book in 1903.

A message from the chairman of the transport authority, Alderman William Alker is, he says, written with 'mixed feelings' and even feels the changes will, 'inevitably be followed by the creation of regional Government.

'It is with some regret and not a little sadness that we reach the end of an era. But Bury Mayor, Cllr Ernest Cockayne adds: 'Let us hope that the new organisation will be as efficient and economical as the present. Who know, perhaps we might get some additional benefit from the grouping.'

My question answered?

Top: **Commemorative brochure seems to lament the loss of Bury's own municipal operation.**

Far left: **Bury Leylands from 1935 and 1953 depicted in brochure.**

Left: **Leyland pays tribute to Bury Corporation.**



Top: **SELNEC** orange and white worked reasonably well on front-entrance rear-engined vehicles like this 1966 new to Bolton East Lancs-bodied Leyland Atlantean.

Picture: NICK LARKIN COLLECTION

Centre: Many felt **SELNEC**-ism didn't work so well on halfcab vehicles such as this former Bolton Metro-Cammell-bodied AEC Regent V. Picture: NICK LARKIN COLLECTION



Bottom: **Bury Corporation** lives on with preserved vehicles such as this well-known 1958 Leyland PD3/6 with Metro-Cammell bodywork. PETER SCOTT



TRANSPORT MATTERS I

The future of buses was as important an issue in 1990 as it is today. This new to SELNEC Northern Counties-bodied Daimler Fleetline was decked out as a mobile exhibition unit for Transport Matters. (See also After they were famous.)

The interesting scene on the side stretching into the future e certainly makes good use of road and rail space. Picture: NICK LARKIN



ARTICULATED STAMP

We have to say that the Hungarian Post Office has exhibited exceptional taste in the choice of subject matter on its stamps over the years, not least this example depicting an articulated trolleybus, or bendy trolley!



TRANSPORT MATTERS 2

Meanwhile this rather unhappy looking Leyland Atlantean was created by Southampton City Transport to put fear into the hearts of local residents.

Picture: NICK LARKIN COLLECTION



BUSMART

BUY, SELL AND EXCHANGE YOUR BUS-RELATED ITEMS HERE!
DON'T FORGET PRIVATE ADVERTISERS GO FREE!

INDEX

Buses and coaches for sale	II
Buses and coaches wanted	II
Bus and coach parts for sale	II
Bus and coach parts wanted	II
Restoration services	II
Storage wanted	IV
Books, magazines and DVDs wanted	IV
Models wanted	IV
Photographs wanted	V
Events	V
Museums	VIII

Other Categories (not listed this month)

Accommodation
Announcements
Assistance available
Assistance/information wanted
Books, magazines and DVDs for sale
Buses and coaches for hire
Business for sale
Groups
Heritage bus services/tours
Information wanted
Miscellaneous artefacts for sale
Miscellaneous artefacts wanted
Models for sale
Obituary
Photographs for sale
Presbus bookshop
Property for sale
Reunions
Services
Shared ownership
Situation vacant
Societies
Sponsorship wanted
Storage/workshop facilities

FEATURED BUS FOR SALE



VEHICLE: Ex-Midland General RE (ORC 417N).

DETAILS: Lots of work done, needs someone to continue the recommissioning work mainly around the front.

CONTACT: Please e-mail: geoffrey.clark3 @ntlworld.com or phone 07590-992627. £3,000.

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Bedford OB LJO 757 new to new to Chiltonian, Chilton Foliat 1950 as GBL 200 (re registered LJO 757 in 1983), Coach was completely restored in the 1980s, mine since 2000. Still in very nice condition, full photo record of restoration. Sun roof and opening windows part of the charm of this lovely old girl. £35,000 (number plate valued at £1,650) Tel 07831 263338 (Upminster, Essex.)

1988 Mercedes Benz 609D/Reeve Burgess Beaver coach, E343 TYD, excellent condition for age. 25 seat--belted coach seats, Class VI MoT to End January 2020. For preservation or continued service use. £2,250 ono. Contact: Malcolm Alder on 01255 475677 or 07904 738201 (Clacton on Sea)



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BUSES AND COACHES WANTED

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We are the specialists for classic buses in the UK. Our job is to field the enquiries, humour the tyre-kickers and work to match a vehicle to a need. With no hassle for you. **Our Sale or Return Scheme offers the chance to:**

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- We have in-house coachbuilding facilities to complete a restoration.

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01291 689361

E-mail Bob at The Classic Bus Centre:
classicbuscentre@gmail.com

SPARE PARTS SERVICE: We have Lodekka gearbox and axles available; Dennis Lancet 5 sp. gearbox; PD gearboxes; RT engine, etc.

WANTED: PD differential; Leyland National windscreens; Lodekka wings.



Leyland PS2 Tiger open top restored by us from outwardly beautiful but rotten within, to solid where it counts...

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Is anyone able to offer secure parking for a preserved double decker, ideally undercover, in the Northallerton area, area of North Yorkshire. Contact me on 07443 527025.

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PSV Circle Fleet History PH2 Wilts & Dorset Motor Services (in any condition). Please email apswan@btinternet.com or leave message on 01202 518708.

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4mm.(00 scale) of Bedford VAL/Duple Viceroy, built or unbuilt in any condition. Contact Tony by phone or text on 07702 473537 or email acardone16@yahoo.co.uk

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EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbusts2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 5 OCTOBER

Ipswich Transport Museum. Classic Vehicles Day. Informal gathering of museum & visiting vehicles, classic cars & light commercials. Free local bus tours. 11.00-16.00. Admission £7, child £4.50, concession £6, family £20 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 5/6 OCTOBER

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

SUNDAY 6 OCTOBER

Thornes Independent 70th Anniversary Run. The Coach Station, Hemingbrough, Selby YO8 6QG to Elvington Air Museum. Entries invited from buses, coaches, commercials & cars over 20 years old. Details: 01757 630777 or www.thornes.info

Transport Museum Wythall. WMPTE 50. Marking change from municipal to PTE operation. 10.30-17.00 (last admission 16.30). Classic bus & miniature steam railway rides. Museum bus service 750 operates both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), Birmingham, 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50, Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

The Wirral Bus & Tram Show. Birkenhead Transport Museum, Taylor Street, Birkenhead. 10.00-16.00. Bus display, free bus rides, stalls & light refreshments. Tram rides (small charge for tram ride). Details: John Nolan 0151 639 4929 or johnnolan201@talktalk.net

SATURDAY 12 OCTOBER

Theydon Bois. Transport Bazaar. Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. 11.00-15.30. Five mins level walk from Theydon Bois Central Line Station (LU Zone 6). Up to 40 stalls selling bus & railway memorabilia, books, photos, maps, timetables, etc. Admission £3, accompanied children free. Refreshments available. Large public car park next to hall. Please note it is no longer possible to provide bus displays & rides at this event. Details: NLETE, 8 The Rowans, Palmers Green, N13 5AD (please enclose SAE) or nlevents@outlook.com

Bourne, Lincs. Delaine Bus Museum, Spalding Road, Bourne PE10 9LE. 12.00-16.00. Details: www.delaineheritagetrust.org

Pennine Buses Return (Provisional date). Free services from Skipton. Details: www.avtg.co.uk

SATURDAY/SUNDAY 12/13 OCTOBER

Glasgow Vintage Vehicle Trust. Open Weekend. Bridgeton Bus Garage, Broad Street, Glasgow. 10.00-17.00. Sales stalls, visiting vehicles, Clippie's Café. Stallholders & limited number of visiting vehicles welcome & must register via website or address below. Frequent free bus service linking Bridgeton Garage, Glasgow city centre & the Riverside Museum. Admission £8, child/OAP £5, family £20.

Weekend ticket £13, child/OAP £8 (no weekend family ticket). Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

Isle of Wight Classic Buses, Beer & Walks Weekend 2019.

Multiple Island locations served by buses from at least three interchanges. Details: www.iwbeerandbuses.co.uk

SUNDAY 13 OCTOBER

South Yorkshire Transport Museum. Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free heritage shuttle bus from Rotherham, Greasbrough Road (The Trades), hourly 10.45-14.45. Admission £5, concession £3.50, accompanied u16 free. Details: 07828 068484, info@syt.co.uk or www.syt.co.uk

National Tramway Museum. Tram Models running in Exhibition Hall (David Gould layout plus visiting tram models). 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

Canvey Island. Big Wheels 2019. Annual end-of-season open day with bus, coach & commercial vehicle rally at Canvey Island Transport Museum, 105 Point Road, Canvey Island, Essex SS8 7TD. Visiting vehicles display at Labworth Car Park. Free vintage & preserved bus link between display field & Museum building hosting trade stalls & further displays. Details: info@castlepointtransportmuseum.co.uk, www.castlepointtransportmuseum.co.uk or Facebook

14th Yorkshire Dales Vintage Bus & Coach Running Day. Skipton. Details: Aire Valley Transport Group www.avtg.co.uk

SATURDAY 19 OCTOBER

Ipswich Transport Museum. Wheels by Lamplight. Museum illuminated with hundreds of old oil & paraffin lamps. 17.30-21.00. Admission £7, concession £6 (Please note that children cannot be admitted to this event). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 19/20 OCTOBER

Museum of Transport Greater Manchester. Transpo 50. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-16.30. Celebrating the 50th anniversary of the first PTEs. Sunday only Centreshuttle 4 bus operating from Corporation Street (stop NU) & Shudehill Interchange (Stand E) from 09.50. Details: 0161 205 2122, email@gmts.co.uk or www.motgm.com

SUNDAY 20 OCTOBER

Aston Manor (Aldridge) Transport Museum. Autumn Leaves Running Day. Details to follow nearer event. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Admission £5, £2 children, £13 family ticket (2+3). Details: 01922 454761, www.amrtm.org or Facebook

London Bus Museum, Brooklands. Transportfest. The AEC Story featuring all AEC vehicles. Event for all road transport vehicles, not just AEC. Horse & motor bus rides. Admission £13.50, children £7, senior/student £11.50, family £35. London Bus Museum, Brooklands Road, Weybridge KT13 0XP. Details: www.londonbusmuseum.com

The Trolleybus Museum at Sandtoft. Trolleyday Plus with Isle of Axholme Running Day & Rally. Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

FRIDAY/SATURDAY 25/26 OCTOBER

London Transport Museum. Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Tickets must be pre-booked online or via Ticket Office 020 7565 7298 (10.00-17.30 daily). U16 must be accompanied by adult. Details: 020 7565 7298 or www.ltmuseum.co.uk

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Doors open 10am until 3pm.

Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.

Refreshments available from 10am to 3pm



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ALDENHAM TRANSPORT SPECTACULAR

SATURDAY 2ND NOVEMBER 2019

10.00 - 16.00

Allum Manor House & Hall, 2 Allum Lane, Elstree and Borehamwood, WD6 3PJ



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FOR MORE INFORMATION PLEASE VISIT:

www.aldenhamtransport.com

www.facebook.com/aldenhamtransportspectacular

SATURDAY 26 OCTOBER

15th Annual Samuel Ledgard Society Transport Collectors' Fair. Pudsey Civic Hall, Cote Lane, Pudsey, near Leeds LS28 5TA. 10.00-15.00. Admission £2. Over 100 tables selling transport memorabilia. Details: Barry Rennison 0113 236 3695, rennison@cc-email.co.uk or www.samuelledgardsociety.org.uk

Transport Museum Wythall. Twilight Running Day. 11.00-19.00 (last admission 18.00). Museum bus service 750 operates from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), Birmingham, 11.45 & 15.40; return journeys from Wythall 15.00, 16.20 & 18.30 (fare £2.50 each way). Admission £7, child £3.50, family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

East Anglia Transport Museum. Halloween Event. 15.00 - 21.00. Free witch hunt with prize for every child. Extra treats for children in fancy dress. Late running of vintage vehicle fleet is a chilling experience as the woods come alive with the spirits of All Hallows Eve. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eattransportmuseum.co.uk or www.eattransportmuseum.co.uk

SUNDAY 27 OCTOBER

Reading Vintage Toy Fair. Rivermead Leisure Centre, Richfield Avenue, Reading RG1 8EQ. 10.30-15.00. Parking & refreshments. Admission £4, accompanied u16 free. Details: Tony Oakes Fairs 01270 652773 or 07825 631323

Bristol Vintage Bus Group. Autumn Mini Running Day. Flowers Hill, Brislington. Details: www.bvbg.co.uk

Monday-Saturday 28 October-2 November

National Tramway Museum Starlight Event. Illuminations & early evening running trams through the week with varied activities each day. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

SATURDAY 2 NOVEMBER

Aldenham Transport Spectacular. Allum Manor House & Hall, 2 Allum Lane, Elstree & Borehamwood WD6 3PJ. 10.00-16.00. Admission £3. Transport-related items for sale, hot & cold refreshments. Five mins walk from Elstree & Borehamwood railway station (Travelcard Zone 6). Details: www.aldenhamtransport.com or Facebook

SATURDAY/SUNDAY 2/3 NOVEMBER

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

SUNDAY 3 NOVEMBER

Lincolnshire Road Transport Museum. Transport Festival. Whisby Road, North Hykeham, Lincoln. 10.00-17.00. Admission £8, accompanied u18 free. Displays, visiting vehicles, sales stands, refreshments. Variety of buses & coaches operating free services from Lincoln city centre. Park & ride from Teal Park, Whisby Road (just off A46 Lincoln by-pass/Whisby roundabout). Please use bus services - parking on site limited to blue badge holders. Visiting vintage, classic & preserved vehicles welcome, but buses, coaches & HGVs must be booked in advance. Details: 01522 500566, 01522 689497, 07984 872994, www.lvvs.org.uk, info@lvvs.org.uk, Facebook or Twitter

SATURDAY 9 NOVEMBER

Bourne, Lincs. Delaine Bus Museum. Spalding Road, Bourne PE10 9LE. 12.00-16.00. Details: www.delaineheritagetrust.org

SUNDAY 10 NOVEMBER

Cosham, Portsmouth. Autumn Transport Fair. Community Centre, Wootton Street, Cosham, Portsmouth PO6 3AP. 10.00-15.30. Admission £1.50. Stalls, free bus rides & light refreshments. Model Bus Federation display. Close to Cosham railway station. Convenient for A3/A27/M27/local buses. Details: vtransportgroup@btinternet.com or Facebook

Dewsbury Bus Museum. Autumn Running Day. Admission by programme, £3 adult, accompanied children free. Advance copy £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street. Ossett. WF5 9HE. 10.00-16.30. Free services & tours. Large bus static display area. Free shuttle service from Dewsbury South Street to Ravensthorpe museum building. Up to 25 vehicles in service & large selection of visiting buses. Trade stalls, museum café, tombola & more. Visiting vehicles welcome. Free feeder services from Bradford, Castleford, Halifax, Huddersfield, Keighley, Leeds, Pontefract & Wakefield. For further details visit: www.dewsburybusmuseum.org or Facebook. Telephone 01924 265528 to book in a vehicle for free services

South Yorkshire Transport Museum. Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free heritage shuttle bus from Rotherham, Greasbrough Road (The Trades), hourly 10.45-14.45. Admission £5, concession £3.50, accompanied u16 free. Details: 07828 068484, info@sytm.co.uk or www.sytm.co.uk

SATURDAY 16 NOVEMBER

5th Annual Northampton Transport Collectors Fair. Abington Church Hall, Park Avenue North, Northampton. 1000-1600. Admission £1.50. Over 30 tables of transport interest. Refreshments & vintage bus rides. Stagecoach bus 16 to Ecton Brook stops outside. Details/stall bookings: Steve Loveridge, 794 Preservation Group, 75 Bakers Crescent, Irchester NN29 7BA.

Enfield Transport Bazaar. St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Junction of Church Street, Chase Side & Windmill Hill. Two mins walk from Enfield Chase railway station or ten mins from Enfield Town railway station. All buses serving Enfield Town stop within five mins walk. Up to 40 stalls selling transport books, photos, DVDs, maps, timetables, tickets & other memorabilia. Light refreshments. 11.00-14.30. Admission £3, accompanied children free. Details: NLETE, 8, The Rowans, Palmers Green, NI3 5AD (with SAE) or nlevents@outlook.com

The Trolleybus Museum at Sandtoft. Twilight & After Dark Trolleyday. Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

SUNDAY 17 NOVEMBER

Ipswich Transport Museum Classic Buses & Coaches. Focusing on buses & coaches from 1940s to present day. Rides on museum & visiting vehicles. 11.00-16.00. Admission £7, child £4.50, concession £6, family £20 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Devizes Toy & Train Collectors Fair. Corn Exchange, Market Place, Devizes SN10 1HS. 10.00-14.00. Refreshments. Admission £2. Details: 01380 725322, 07958 101891 or clementsfairs@aol.com

FRIDAY/SATURDAY 22/23 NOVEMBER

London Transport Museum. Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Tickets must be pre-booked online or via Ticket Office 020 7565 7298 (10.00-17.30 daily). U16 must be accompanied by adult. Details: 020 7565 7298 or www.ltmuseum.co.uk

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Enjoy horse bus rides and motor bus tours.
With fun and attractions for the whole family



Dates for 2020

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Transportfest - 18th October

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London Bus Preservation Trust Ltd, Brooklands Road, Weybridge, Surrey. **KT13 0QS**
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Tel: 01564 826471
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AUTUMN RUNNING DAY

SUNDAY OCTOBER 6th

Including WMPTE 50,
50 years since we waved
goodbye to the
corporation fleets

We are open 10.30am to 5.00pm

TWILIGHT RUNNING DAY

SATURDAY OCTOBER 26th

The event season ends by turning the
clock back with atmospheric
twilight bus rides.

We are open 11am to 7.00pm

North West Museum of Road Transport, St. Helens

AUTUMN RUNNING DAY

Sunday 27 October 2019 10am to 5pm



Free heritage bus rides
around St. Helens
into the twilight zone!

Trade stalls in the Museum
Refreshments on sale
Model railway show

Bus connections
for trains at
Lea Green station

Event guide with times on sale on the day

Normal admission prices to the Museum

Information: email clive@nwmort.co.uk

Visiting buses by arrangement

Buses and services subject to availability



North West
Museum of
Road Transport

Hall Street, St. Helens, WA10 1DU

Tel: 01744 451681

www.nwmort.co.uk

Close to St. Helens Central railway and
bus stations. Free Sunday car parking nearby.

ALDRIDGE TRANSPORT MUSEUM 2019

AUTUMN LEAVES RUNNING DAY

SUNDAY 20TH OCTOBER

10:00 TO 16:00

FREE BUS RIDES

VARIETY OF ROUTES

BUSES - AND COACHES



ANNUAL COLLECTORS' FAIR

SUNDAY 24TH NOVEMBER

10:00 TO 16:00

STALLS WITH
PICTURES, MODELS,
MEMORABILIA



Free Feeder Buses from Walsall for Both Events.

Depart Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20

We intend to run to timetable, but no departure can be guaranteed!

Running Day Admission £5 adult, £2 child, £13 family

Collectors' Fair Admission £3 adult, £2 child, £9 family

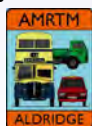
Aston Manor Road Transport Museum

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Contact and Details via www.amrtm.org and Facebook

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DEWSBURY BUS MUSEUM'S

Autumn Open Day

RAVENSTHORPE MUSEUM BUILDING

Sunday, 10th November 2019

10.30 am to 4.30 pm



New Service Routes

Free Feeder Services

Visiting Buses

Trade Stalls

Christmas Raffle

Tombola Fun

Bus Museum Café

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www.dewsburybusmuseum.org

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SUNDAY 3 NOVEMBER 2019

10 AM TO 5 PM

LINCOLNSHIRE ROAD TRANSPORT MUSEUM

TRANSPORT FESTIVAL

Free classic bus and car rides – includes twilight 'City Tour' at 5 pm

Admission £ 8 (includes programme / bus schedule) Accompanied children / young people (under 18) free



Free, frequent classic bus services from Lincoln City Centre (bus stop opposite Railway Station), and Park & Ride from Teal Park, Whisby Road (just off A46) - Both start 10 am. See our website for feeder services.

Parking at Museum limited to 'blue badge' holders and visiting classic vehicles. Visiting buses / coaches, cars, motorcycles and commercials welcome but please contact in advance. Please note **no dogs** (except assistance dogs.)

Great snacks (hot and cold drinks, filled rolls, and lots of cakes!) and sales stalls



Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, LINCOLN LN6 3QT

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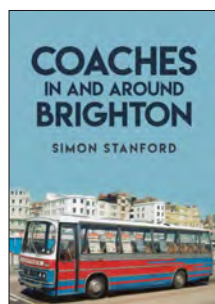
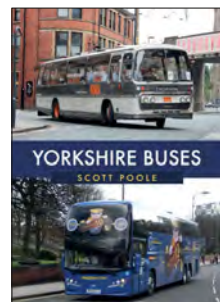
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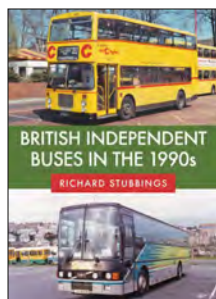
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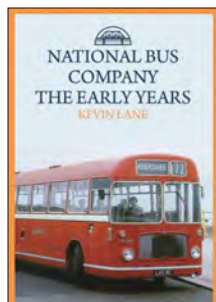
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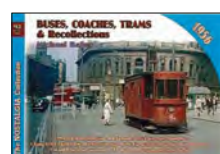
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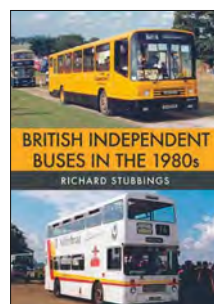
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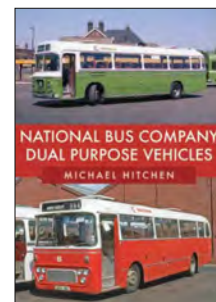
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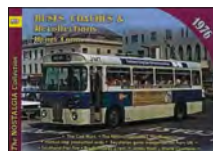
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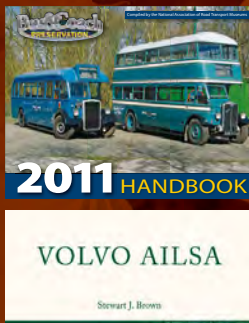
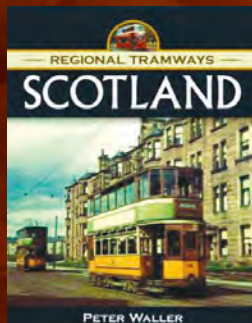
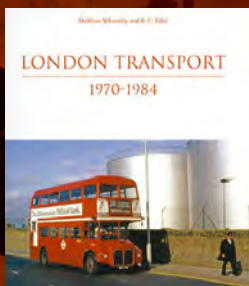
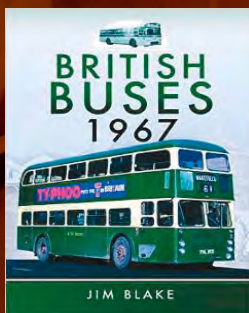
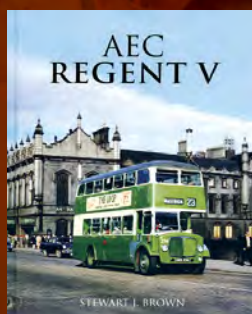


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